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FRIDAY, MAY 5, 1961 ONE SHILLING

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Hats off to **Bedford!**

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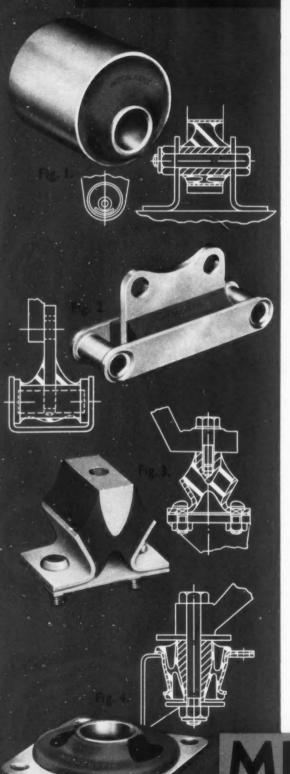
of all British truck exports in 1960 were Bedfords!





Vauxhall Motors Limited · Luton · Beds

ENGINE MOUNTINGS



As the theory of motor vehicle engine suspension developed, the need for better engine mountings became apparent. In contrast to earlier types which were no more than grommets, modern designs are capable of providing large deflections, different stiffnesses in various directions, together with integral buffering. Mountings with these properties have been made possible by improvements in rubber compounding and the rubber-to-metal weld technique which permits rubber to be used in the most effective (and most economical) manner. Simplicity of design is characteristic of the bonded rubber component.

In the design of mountings, as well as that of suspension systems, Metalastik have played the leading role and the examples illustrate how Metalastik engineers have harnessed the natural advantages of rubber to provide characteristics essential to successful engine suspensions.

Compared with a concentric bush, the Metalastik Metaxentric bush in Fig. I, gives a much higher deflection and has the same advantages of economy and simplicity of fitting.

The rubber-to-metal weld technique permits shear loading of the mounting in Fig. 2 to give a large vertical deflection. In the horizontal plane it is stiffer in one direction than the other. Pre-compression of the rubber increases life and load capacity.

The shear-compression mounting in Fig. 3 is another Metalastik design. It has the same properties as two sandwich mountings arranged in V formation and is normally fitted to give control of movement in the high stiffness direction when the rubber is largely in compression. Large vertical deflections with good load capacity are provided.

The famous Metalastik Metacone is shown in Fig. 4. Based on the shear-compression principle this mounting gives excellent insulation for the heavier oil engine. Slots give two different spring rates in the horizontal plane and the mounting is fitted so that it is stiffer in a fore-and-aft direction. Buffering is provided when the bottom washer comes in contact with the rubber flange.

Diagrams reproduced by courtesy of the Institution of Mechanical Engineers from the paper "The Suspension of Internal Combustion Engines in Vehicles", by M. Horovitz, B.Sc., (Eng.), A.M.I.Mech.E.

METALASTIK

METALASTIK LTD., LEICESTER

Half-cab by DURAMIN on AEC chassis, supplied to African Timber and Plywood (Ghana) Ltd., through United Africa Company (Timber) Ltd.



12 years in African forests prove **Duramin** strength with lightness

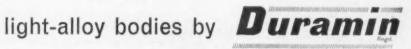
To the usual hazards of timber haulage, add a tough climate and rough roads. In African forests the humidity is always high. Two or three months of heavy rain each year are "extra".

Large areas are flooded hub-deep and over. Timber lorries have to be "tough, mighty tough" out in West Africa to resist climatic attack, fungi, insects, and a first-class

pounding in jungle mud. Photographs recently received show the appalling conditions DURAMIN cabs are perfectly fitted to withstand . . . in just the circumstances where every ounce of weight saved by DURAMIN engineering provides a worthwhile bonus in engine power, all-up load, and fuel savings.



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Dawson Vehicle Washing Machine at London Airport. Photograph by courtesy of British Overseas Airways Corporation.



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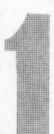
Dawson Vehicle Washing Machine installed at the West Thurrock, Essex, depot of Thomas Hedley & Co. Ltd.

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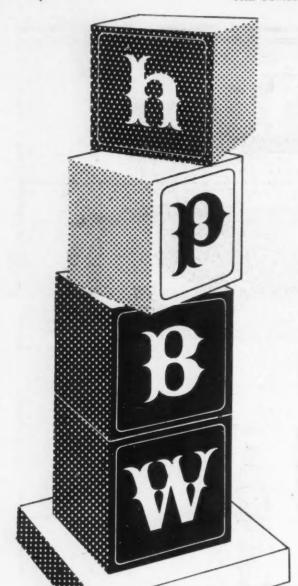


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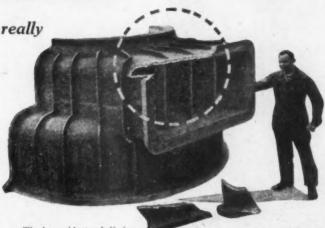


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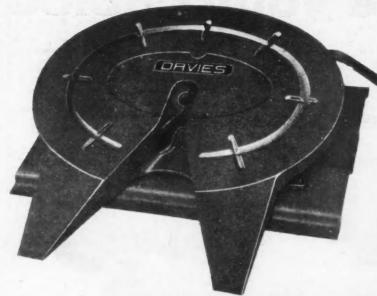


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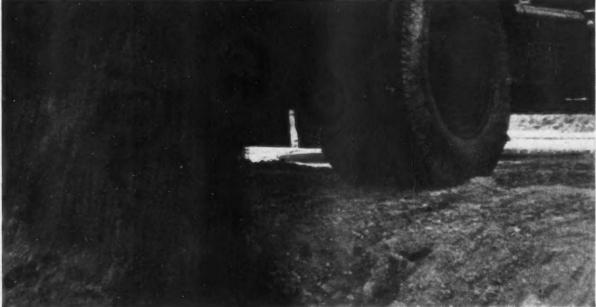
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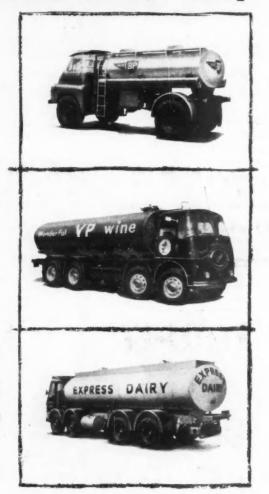
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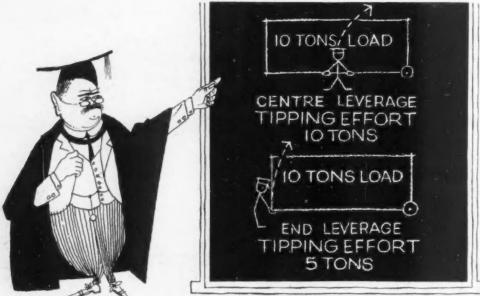
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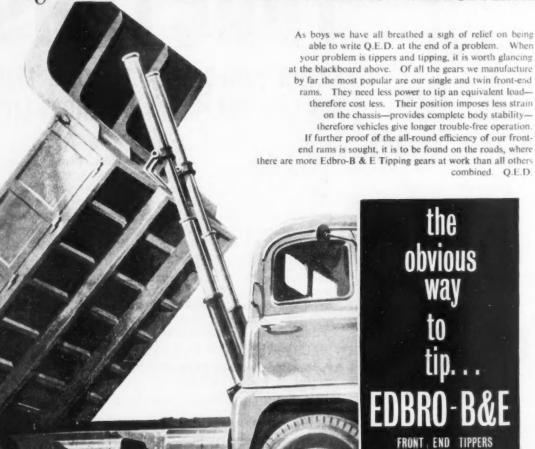
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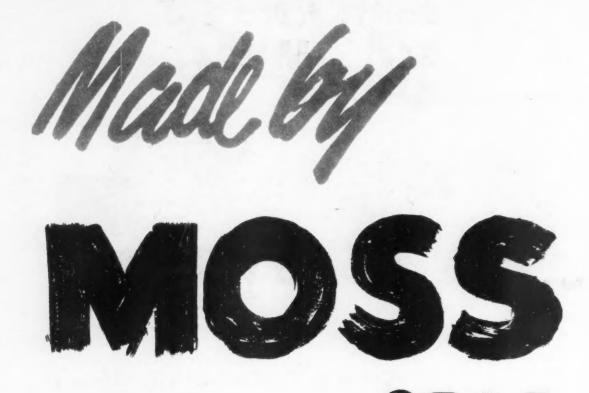
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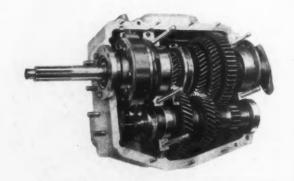
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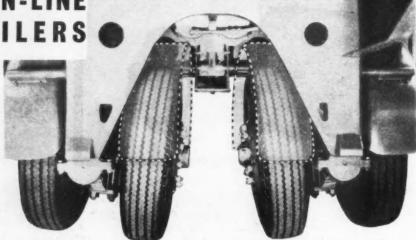
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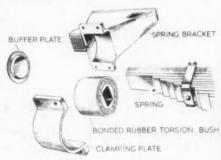
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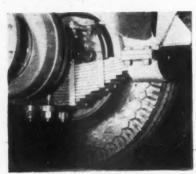
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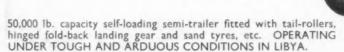
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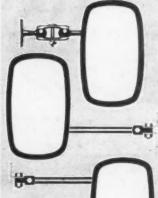
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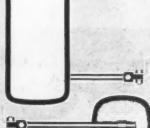
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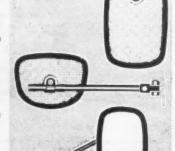
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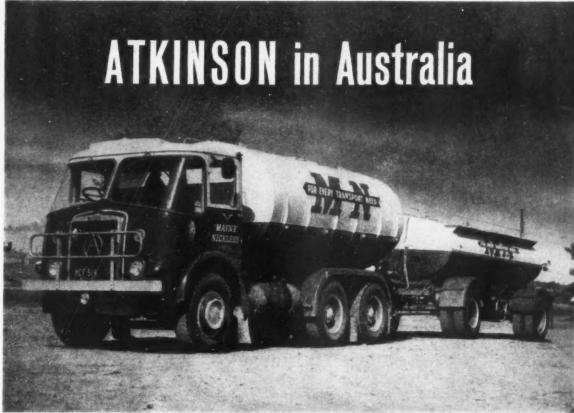
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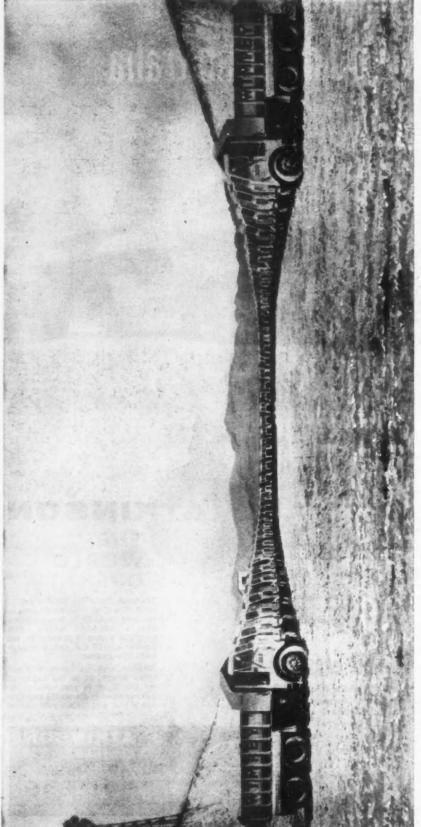
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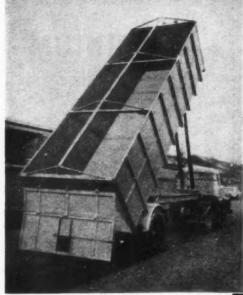




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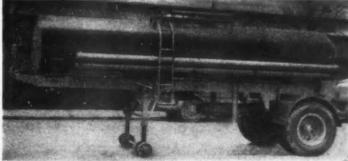
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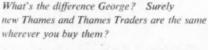
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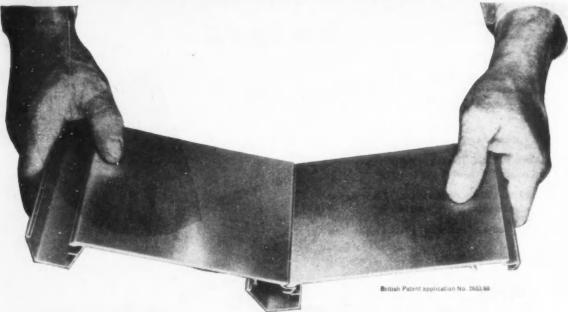
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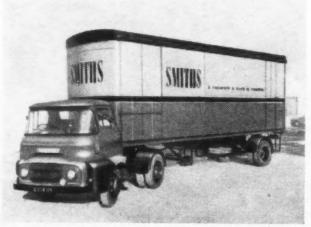
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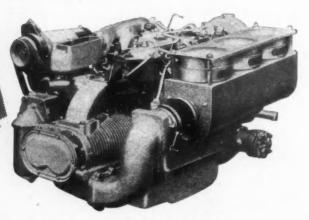
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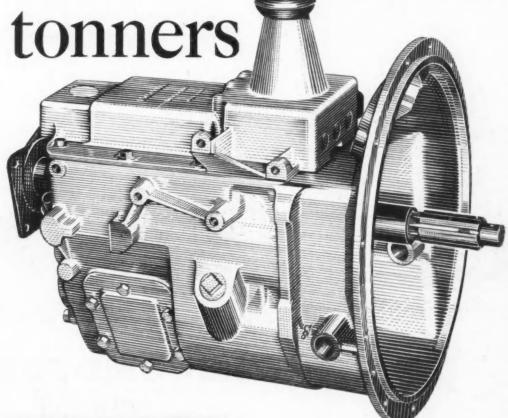


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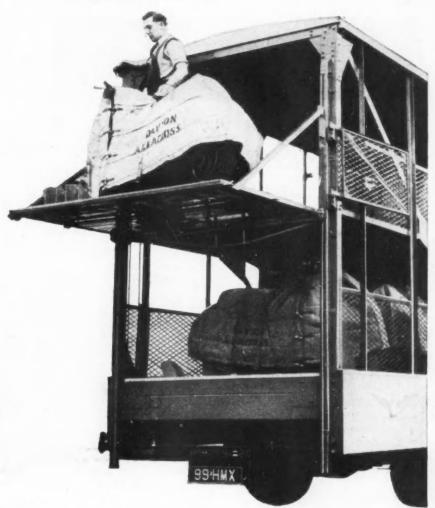
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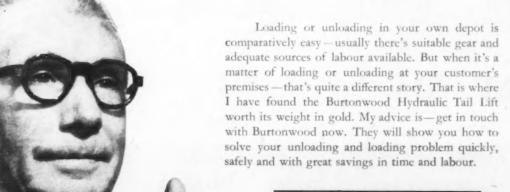
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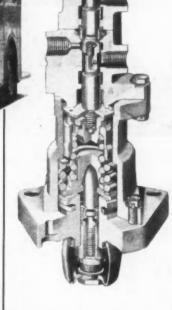
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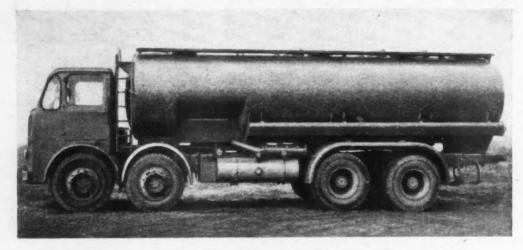
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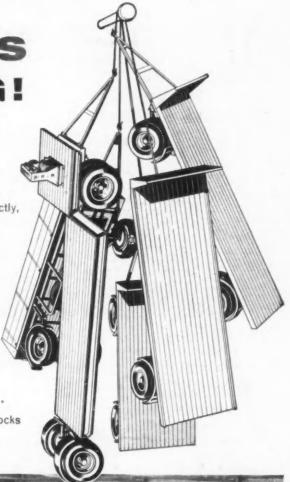
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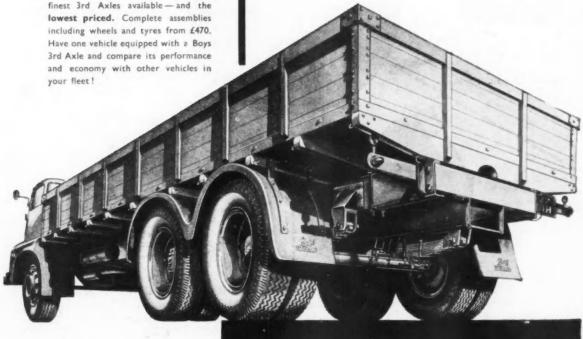
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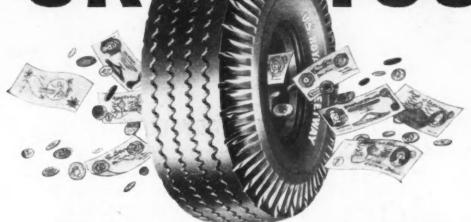


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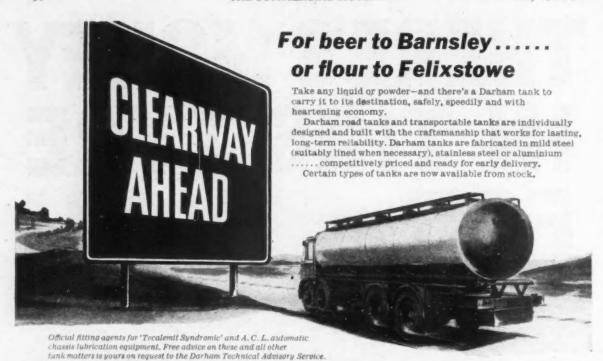
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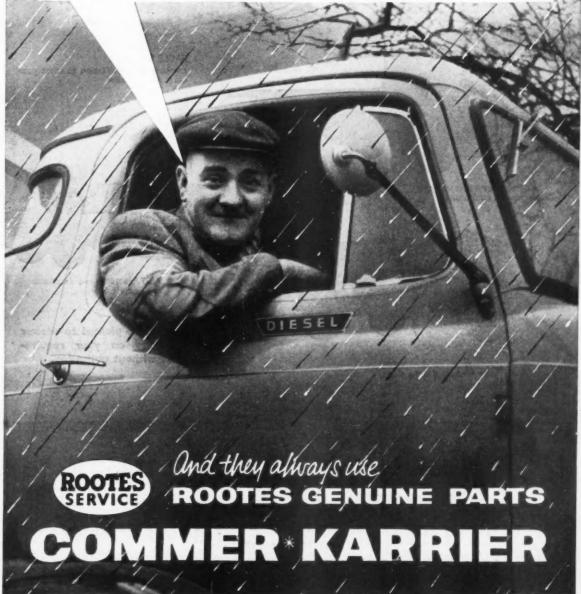
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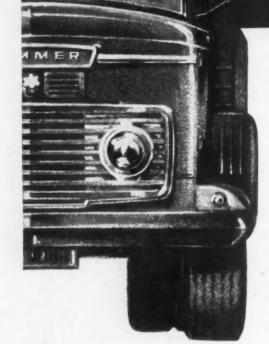
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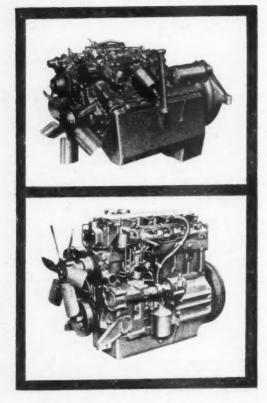
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The Value of Exports

APART from displaying a justifiable sense of pride at the fine achievements of British commercial vehicle manufacturers in overseas markets, operators in this country can be excused if they ask: "What have exports got to do with me?" because the British manufacturers do not make a great song and dance about it all.

The simple answer—and one which British operators do not, perhaps, always realize—is that a thriving export market for British manufacturers means, indirectly, a tremendous amount to every operator in this country. Our manufacturers have to fight an intense and unrelenting battle with each other and with Continental makers after the same markets. This has inevitably led to an intensification of research and a greater striving on the part of the manufacturers to produce new vehicles.

It has also meant that the home market is able to enjoy the price advantages of larger-scale production than could be achieved in this country alone. Some of the smaller, specialist British manufacturers might, without their exports, have found life impossible to sustain.

In other words, success in exporting British vehicles to every corner of the world has meant this to operators at home—better vehicles, better prices, and a greater choice than would otherwise have been possible.

Only last week, the Hon. Geoffrey Rootes, president of the Society of Motor Manufacturers and Traders, reported that this country's commercial vehicle industry holds the enviable position of being the largest exporter among European producers. British manufacturers even achieve sales on the Continent, in the face of the local manufacturers. Our engines are in demand everywhere—the same engines that are available to British operators.

Unlike their American and Continental counterparts, the British vehicle makers cannot easily export models that have been originally developed for the home market. The requirements of operating conditions and of the law in this country are peculiar to Britain. This has meant that our manufacturers have had to develop vehicles and chassis that, with a compact range of options, are suitable for both home and overseas.

The measure of their success is the statistics relating to exports. Last year this country sold overseas 154,987 units worth more than £114m. In January of this year, British commercial vehicle exports were the highest ever recorded, in volume and value, for one month. We sold 17,371 units, valued at £12.7m. In February 16,767 units worth £11.6m. were exported. The value of goods vehicles and public service vehicles sold overseas in the first two months of this year (£24.3m.) was almost 50 per cent. higher than a year ago.

Another aspect, and one which is considered by manufacturers to be an absolutely essential prelude to sales, is that of supplying spares and servicing. It has been known for one British producer to turn down an order because it could not offer suitable service facilities. The supply and making of spares is in itself a major industry and here, once again, is a way in which British operators benefit from a thriving manufacturing industry. Costs are reduced by volume production—and so, therefore, are prices charged to operators.

What sort of volume is involved is indicated in one of the special features in this issue. One manufacturer of light and medium-weight vehicles moves 1,000 tons of spares a week. Another heavy vehicle maker dispatches 300 tons. Over half of these amounts are for overseas destinations. If there were no such markets, less than half these amounts of spares would be required and up would go individual prices.

Operators both here and abroad have much to be thankful for inpossessing such a thriving producer industry.

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Men Who Make Transport

Alick

A LMOST automatically an interviewer will ask executives, who achieve a position like that of managing director of a great manufacturing concern, at the age of 38, how they did it. Curiously enough, the answer (if there is, in fact, any real attempt at an answer) is never automatic. Few top people seem to analyse in detail (or soul-searchingly) how they got there. Perhaps that is one ingredient of success: they have no time—or inclination—to dig up the spring seeds to see how they are getting on; and most of them appear to be very little introspective.

If there is a common denominator it is, I think, that most of them happened to be at the right spot at the right time, and attracted the attention of the people who could use their gifts. Undoubtedly, considerable ability, sometimes highly specialized, is common to all those I have so far met. And though none, as far as I can see, has learned, like St. Paul, to be content in whatsoever state he may be, all without exception have made the very best of the jobs which, by luck, good fortune or routine promotion have from time to time fallen to their lot.

I was not surprised that Alick Dick, Standard's chairman and managing director, gave me 'no ready answer when I put the inevitable question to him. Indeed, it looked as though he expected me to supply it. I suggested, perhaps a little naughtily, that it was partly in the public school he attended (he was at Dean Close, Cheltenham) and that the superiority thus achieved made him highly eligible for quick promotion. But he countered this by reminding me that he was also a product of an ordinary secondary school—Chichester High School.

However, he joined Standards as an apprentice in 1934, when he was 18 years of age, without benefit of a University course. They were days when many big industrial organizations were beginning to see the advantages of the early training of youngsters of good education. Standards

=Bird's Eye View=

By The Hawk

Russian Visitors For Handling Conference

A MONG the international delegates to next week's Mechanical Handling Conference at Southport (organized by the Institute of Mechanical Handling) is a party of Russian visitors. I am told that the organizers' biggest concern is the fact that the international representation will considerably outweigh the British contingent.

It is late, but not irretrievably late, I understand, for anyone who wants to go along to do so. It will certainly be worth attending.

Kippers and Haggis

c24

TALKING of the Russians, who are hosts to the British Trade Fair which opens in Moscow later this month, I discovered that among the cavalcade of British vehicles that is now (and has been) engaged in moving loads to Moscow was an artic carrying kippers and haggis. This rare and unappetizing (to me, anyway) mixture left this week.

The vehicle is one of several that are moving foodstuffs to the Fair. This one, with a refrigerated boxvan semi-trailer, carries about three tons of kippers, a quantity of haggis, and a variety of frozen foods.

I shall keep my fingers crossed that this does not touch off another international incident. Offband, I cannot imagine a combination more calculated to harm the intestines than kippers and haggis washed down with copious draughts of vodka! Ladies First
SPEAKERS at the annual lunch last week of the London and
Home Counties Division, Traders Road Transport Association, were stumbling over their first few words. The reason?
They had to include the phrase "Ladies and Gentlemen" for
the first time.

Until now, this particular function has always been a stag one. This year two ladies appeared, Miss D. C. Mann and Mrs. F. Chapman, secretaries of the Eastern and the Kent areas, respectively.

Successfully Retired

THIS was a distinct advantage to the representatives of the Press, for the two ladies shared our table. Other welcome faces at the Press table were those of Mr. J. Janes, one of the few honorary members of the T.R.T.A. (and still, in retirement, an active campaigner), and Mr. F. D. Fitz-Gerald, former national secretary, now in semi-retirement but very active in international and N.R.T.F. affairs.

Both Mr. Janes and Mr. Fitz-Gerald looked bronzed and fit which proves, to my mind, that this retirement lark is fine if you have semething to occur, your mind.

if you have something to occupy your mind.

As secretary of the N.R.T.F., I suppose it is, strictly speaking, not fair to refer to "Fitz" as retired. He certainly does not act like it. A great man for walking, he tells me he still foots it whenever he can.

Dick



Part of a formidable combination-Mr. Alick Dick.

were certainly no exception. Young Dick, choosing the company and chosen by it, took his chance.

But if the 'thirties were at first depressing years for some engineering concerns, they became years of preparation, however half-hearted, before they ended. Germany cast long shadows in 1938. British industry began slowly to get geared to the production of warlike materials, and in that sphere Alick Dick's energies were to be fully employed.

In 1940 he became chief buyer—which, as he explained to me (a layman in such matters), involved a great deal more than the kind of work done by, say, the chief buyer of a retail store. A large staff was now under his direction.

So the war passed for him—easy to say in a simple sentence today 16 years after the war ended—they were, of course, arduous days in which he gave unremitting attention to the job for which he was responsible. That he did well is evidenced by the interview he had with Sir John Black. In the very room in which he invited me to see him, he was asked by Sir John what his ambitions in the company were. Pre-war developments and wartime work had brought him very much to Sir John's attention. Was this opportunity knocking?

If so, he hardly heard it, it seems, for he told his chief that his ambition was to rise yet higher in the buying hierarchy. But Sir John had other ideas for him. "How would you like to become my assistant?" he inquired the next day. Still Dick had doubts. Sir John Black was one of those industrial leaders who never let up. Long after normal office hours his work went on, and he would expect his assistant to be with him, or at least on immediate call. He was also a man of social inclinations—a cocktail party man. A week-end party lover. In these varying atmospheres his mind was always on business, so again he would expect his assistant to be on hand. Obvious problems here for a young family man.

The invitation being once again repeated, even urged, and again hesitancy having been shown, Sir John posed the dilemma. Which would Alick Dick choose to be, chief buyer or managing director? These were the future alternatives as Black saw them.

To a dilemma like this even a moderately ambitious man could have but one reply. Dick opted to be Black's assistant and, in due course, succeeded him.

He is confident that, today, similar rapid rises are possible in his organization. Promising young men are tracked down, watched and elevated. And if for reasons of envy or personal convenience talent is systematically overlooked by seniors it is bound to show, claims Dick, at top level sooner or later. He does not know everybody—the Standard company is too big for that; but he would soon become conscious of breaks in the rhythm of the administrative machinery betokening something lacking in the personnel department.

This must be said: Sir John Black's choice was not capricious. It was not of the order of conduct imputed to the late Lord Northcliffe who would promote a liftman to senior executive grade for no better reason than that the whim took him (not, of course, that there's any reason why a liftman should not ultimately become a managing director). No—Dick knew what he was up to.

"I learnt a lot in those pre-war and war years," he told me. "I kept my eyes open and mentally took in all I could." He attaches much importance to clear, precise expression in, for instance, inter-office memoranda. "When one is asked to state a problem one ought always to come up with a suggested solution. It may be wrong. It may be rejected. But if it arises from serious study of the subject and so indicates absorbing interest in one's daily work it must inevitably help to one's promotion."

A Basic Difference

There is, evidently, a difference in kind between the mind of the natural-born employee and that of the natural-born top executive. The latter thinks about his job all the time. His problems are in his mind from morning bath to night cap. That is a picture of Alick S. Dick.

We touched on the industry's present troubles. Imaginary or real? Standard's chairman sees them as real enough, substantial enough. But when it comes to criticisms of British exported vehicles he is inclined to suggest exaggeration. He remembered a conversation on board ship, homeward bound from Australia. A fellow-passenger, not aware of his identity, criticized his company's products severely. But when asked what he replaced his troublesome Standard with he named a vehicle, running beyond reproach, which was (though he seemed to be unaware of it) an overseas-produced model by Standards.

Plants established overseas, he thinks, are good public relations as well as good international business. He sets great store by a properly mounted public relations campaign throughout the world—whether operated by individual firms or the S.M.M.T. On the whole, I gathered, he prefers to see firms blowing long blasts on their own trumpet. He said that the reputation of an overseas car may easily pass beyond Continental frontiers. Next door there may well be a first-class market, though the factory itself may not be situated in a first-class market.

Of Standards and Leylands, that new alliance, he spoke little, except to say that it was a natural marriage and would result in great economies of overseas working. Which brought back vividly the comments made to me during last year both by Sir Henry Spurrier and Mr. Donald Stokes (of Leylands)—that money may not be the only, or indeed the chief, difficulty in opening up new plants overseas. The key was skilled personnel. Well, it looks as though Dick and Spurrier will be a formidable combination. H.C.

URBAN CLEARWAYS—BATTLE JOINED

What about night deliveries?-Mr. Hay

GOODS vehicle operators who are worried about clearways and other forms of loading bans should retime their deliveries to other hours and to night-time. This was the advice of Mr. John Hay, Joint Parliamentary Secretary to the Ministry of Transport, when he spoke in London on Monday evening at the annual dinner of the Traders' Road Transport Association.

Speaking of the West London clearway, he said the Ministry wanted to secure maximum use of one of the most important traffic routes to the West. "We are investigating a number of others," he added, "and we are doing what we can now to examine the possibility of loading bays for goods vehicles."

Mr. Hay went on: "The prohibition

Mr. Hay went on: "The prohibition will only be in force for three out of 24 hours. I would not have thought this an insuperable problem." It was after this that he suggested night deliveries, adding: "Delivery out of peak hours is worth investigating."

Earlier Mr. Hay had paid tribute to Mr. S. C. Bond and his seven years' work as president of the T.R.T.A. He proffered "particular thanks for his help on working out details of loading bans, when they had to be enforced." The T.R.T.A.'s views were always courteous, temperate and sensible, added Mr. Hay.

Of the Road Traffic Bill, Mr. Hay said: "Our object (in disqualifying three-times-in-six-months offenders) is not just to take people off the roads, but to improve driving standards." Professional drivers spent more time on the roads, were more likely to be involved in accidents, and were therefore included.

Speaking of "the need for maximum flexibility in the field of transport," Mr. Hay said: "The Government's firm belief

Speaking of the West London clearway, is that what we need is a policy of co-ordination—linking together, but not welding together as our opponents would normal traffic routes to the West. "We

People must be left free to choose their own form of transport. "It is no part of Government or Parliamentary duty to order people what to do, what form of transport to use," he added.

In his speech, Mr. Bond attacked clearways and other restrictions. "We feel that there may be a danger of goods vehicles being relegated to a position of secondary importance to private cars," he said. "We are perturbed at statements by a prominent Ministry official that loading bans were essential at certain times of the day. We do not like our case to appear to be prejudged."

Mr. Bond said also that he had heard rumours that the Minister of Transport might have second thoughts at the appropriate stage of the Road Traffic Bill about including professional drivers in the controversial disqualification clause.

It was quite unrealistic to restrict the use of commercial vehicles, said Mr. K. C. Turner. The answer was to make more room for them by removing parked

Mr. E. G. Whitaker thought that the T.R.T.A. should press for retailers to make adequate provision for receiving goods off the main roads.

"Disastrous Consequences"

A N attack on the Ministry's clearway proposals was made at the annual lunch of the London and Home Counties division of the Traders' Road Transport Association in London last week by the chairman, Mr. H. C. Chandler.

The present proposals, he said, were an attempt to solve the problem "on the cheap." To take a series of busy thoroughfares, and apply the kind of rules used on an open road clearway was making a nonsense of sensible priorities.

Mr. Chandler reminded his audience that the Ministry had plans for imposing the same restrictions on another 90 miles of roads in the London area.

The full effect of these restrictions could lead to a breakdown of the distributive services which a city like London daily enjoys, said Mr. Chandler. "I give this clear warning, with all the sincerity and force at my command on behalf of the T.R.T.A., we think the consequences could be disastrous.

Services Withdrawn

"It is likely that some services would have to be withdrawn entirely, because of the sheer impossibility of making deliveries in the few hours of the day which are left, and because the housewife would find some deliveries quite useless after a certain time of the day."

The proposed bans left two or three effective hours before lunchtime. By then, some 70 per cent. of the housewife's daily purchases were made. "Are we to flood the streets with more and more vans and lorries during that time, and are those hours to then become impossible because of the congestion arising from the concentration of deliveries within these short periods?" he asked.

The national president of the T.R.T.A., Mr. S. C. Bond, referred to increased subscriptions as "something of an inevitable development as time goes on." The matter was under national consideration.

London Clearway To Start In Late Summer

The proposed urban clearway during peak hours between London's Knights-bridge and Chiswick Flyover (one of the most heavily-trafficked routes in the City) is to come into effect as an-experiment in the late summer. Bans on loading and unloading goods vehicles will stay in force as part of the experiment. The Ministry of Transport announced this last week.

But, the scheme will be cut by half-anhour in the morning and again in the afternoon. It will be in effect from 8 a.m. to 9.30 a.m. and 5 p.m. to 6.30 p.m. The only vehicles allowed to stop will be buses and taxis. Buses were originally the only vehicles to be exempted under the scheme.

Mr. Marples, the Minister of Transport, took these decisions, it was stated, after considering the views expressed at a protest meeting held on February 27 last. Both the Traders' Road Transport Association and the Road Haulage Association made strong representations against the clearway idea, which does not provide for goods vehicles to load and unload.

"If they [the concessions relating to taxis and the shorter period of operation of the clearway] turn out to be interfering with the success of the scheme, they may have to be withdrawn," warns the Ministry.

Ordinary "No Waiting" restrictions will apply outside the peak hours. These prohibit parking, but allow vehicles to load and unload for not more than 20 minutes at a time. "At important intersections and other key points, however, loading and unloading will require the prior consent of the police," states the Ministry.

The possibility of providing some laybys is being investigated, but the clearway will not be held up for their provision. To facilitate loading and unloading, particularly during the clearway hours, parking will be banned at the mouths of side roads from 8 a.m. to 6.30 p.m., Mondays to Fridays, and from 8 a.m. to 1.30 p.m. on Saturdays.

"It is emphasized," says the Ministry, "that this scheme is experimental. It will run initially for six months, during which time it will be observed carefully. If necessary, changes will be made in the light of experience."

Pink Zone Bans To Continue

THE experimental loading and unloading bans, introduced in London when the last Christmas Pink Zone came into operation, are to be extended until October 31. And it is the Minister of Transport's intention to make them permanent.

Restrictions apply at many busy intersections and the lengths of road where waiting for all purposes is prohibited are marked with yellow lines. The bans are effective from 8.30 a.m. to 6.30 p.m. on Mondays to Fridays and till 1.30 p.m. on Saturdays.

To provide alternative kerb space for loading and unloading, waiting for other purposes is prohibited in adjoining lengths of road.

Uneconomic Rates Offered On Motorway Projects

THE importance of and the respect with which The Commercial Motor Tables of Operating Costs were held by members of the Road Haulage Association were mentioned at Bristol last week, when the Western Licensing Authority. Mr. S. W. Nelson, referred in seathing terms to advertisements inviting operators to apply for haulage work on new road-making projects in the south west. It was alleged that a number of operators had been made bankrupt as the result of what were described as misrepresentations.

Two operators, R. Steager and C. Allford, both of Gloucester, applied for short-term B licences for hauling hot asphalt to a site on the new Birmingham-Bristol motorway near Tewkesbury.

Although the applications had been published, neither applicant put in an appearance; nevertheless, the Authority decided to hold a formal public hearing so that the facts should be ventilated. It is understood that the applications were withdrawn at the last minute.

Mr. T. D. Corpe appeared for a number of licensed operators who contended that they could undertake this work at an economical rate. There was no need for additional vehicles, they said, and the urgency of the work stressed to the Licensing Authority's office prior to the hearing appeared to be misleading.

Short-term Ban

Mr. Nelson said it had come to his notice that advertisements had been published asking for lorries for this kind of work, and in some instances applicants for the job had been disappointed. "I am not going to grant any more short-term licences in respect of these projects," he said. "unless there is proof of need."

It was stated that lorry drivers all over the area had answered the advertisement referred to, only to discover later that they had been misled.

Mr. Corpe said that the rates offered were not economic, and he suggested that operators accepting them had in some cases been forced into bankruptcy. The firm advertising for the operators had, he said, misled the applicants as to the urgency of the work. This sort of thing was wrong and very serious.

Low Rates

The rates offered by one firm to operators were much below the Cost Tables published by *The Commercial Motor* and accepted by all members of the Road Haulage Association.

Mr. J. F. Cox, assistant secretary, Western Area R.H.A., referred to quotations of 2s. 9d, per ton by a firm who had been supporting the present applicants, presumably as agents for the contractors, but who did not themselves operate vehicles, and showed that the rates appeared to be based on 1s. 3d. a mile. The R.H.A. members' quotation of 3s. 9d. a ton worked out at 1s. 7½d, per mile.

Referring to the 1960 Commercial Motor Cost Tables, he submitted that the 1s. 74d, per mile was in line with this schedule. He added that he believed there had been certain reductions in rates

Members of the R.H.A., he said, stood rigidly by *The Commercial Motor* Cost Tables; they were not quoting unreasonable rates to contractors.

Mr. C. H. Lewis, an independent operator, of Cheltenham, confirmed a statement made previously by Mr. Corpe, that a company supported by licensed tipper operators in Gloucestershire was in course of formation and could and would meet all requirements for tippers on the Birmingham-Bristol road which was now being surfaced. They would be ready to do everything in their power to help the project if called upon to do so—at reasonable rates.

Mr. Nelson said he would grant no more short-term licences for the motorway without publishing the applications, so that operators could, if necessary, oppose and rebut the evidence.

The rate of 1s. 7½d, per mile did not appear to be excessive. It was in line with *The Commercial Motor* Cost Tables and appeared to be quite fair and reasonable.

He was pleased to see that tipping operators in Gloucestershire had formed a body to undertake and quote to contractors for major road projects. It was in the interests of everybody that this—he hesitated to use the word, he said—scandal, should be stopped.

LEEDS DRIVING CONTEST DATE

The Leeds area eliminating competition of the "Lorry Driver of the Year" competition is being held on July 30 and not on July 25 as stated on the competition calendars. The contest will be held at the Hudson Road Mills premises of Montague Burton, Ltd., and will start at 8.30 a.m.

Closing date for entries is July 15 and applications should be sent to the Secretary, Commercial Vehicle Rally, Leeds City Police (Accident Prevention Department), Municipal Buildings, Leeds, 1.

Withdraw "Write-off" Log Books—Plea

DURING the past year the Vehicle Builders and Repairers Association has "exercised much concern" over the problem of malpractices associated with write-off vehicles. Following discussions on this subject, the Ministry of Transport has declared its readiness to "examine the position most carefully with a view to introducing legislation designed to meet this vexed situation."

This is stated in the annual report of Mr. A. L. Sunderland, general secretary of the V.B.R.A., which is to be presented at the annual general meeting in June. The Association's conference and a.g.m. is to be held in Rothesay from June 12-15.

The V.B.R.A. feels that the log books of written-off vehicles should be withdrawn until the rebuilt vehicle has been subjected to reregistration and inspection by an approved examiner.

The Association's "strong representations" were made in the interests of road safety,



The latest version of the B.M.M.O. D.10 underfloor-engined double-decker the Mk. II—incorporates a rear exit and a front entrance in place of the original combined entrance and exit at the front. The development of this second version was reported in "The Commercial Motor," September 9, 1960.

Mr. K. C. Turner Becomes T.R.T.A. President

MR. KENNETH CHARLES TURNER, managing director of General Industrial Cleaners, Barrow Ash, Derby, was on Tuesday elected president of the Traders Road Transport Association in succession to Mr. S. C. Bond, transport controller of Stewarts and Lloyds, Ltd., who has been president for the past seven years.

Deputy president of the T.R.T.A. until his election to the presidency, Mr. Turner as appointed chairman of the East Midland division in March, 1957. This was the was appointed chairman of the East Midland division in March, 1957.





Mr. Kenneth Charles Turner (left) mana-ging director of General Industrial Cleaners, is the new T.R.T.A. president in succession to Mr. S. C. Bond (right).

post held for nine years by Mr. Bond before he became national president. So Mr. Turner is the second successive East Midlands chairman to receive the president's title.

Mr. Bond's services will not be lost to the national council of the T.R.T.A. As a person of eminence, he has been elected ex officio to the national council.

It was in June, 1949, that Mr. Turner became a member of the T.R.T.A. national council. He has represented C-licence interests on the National Road Transport Federation's highways committee since April, 1955, and has been chairman of that committee since May, 1959.

An enthusiastic cricketer, he is a member of the Derbyshire C.C.C. committee. Mr. Turner is also chairman of the Derbyshire Youth Cricket Advisory Council.

Mr. S. J. Lamborn was elected vice-president, as well as being re-elected a national vice-chairman. Mr. J. Delicate and Mr. S. S. Robson were re-elected as national vicechairmen, and Mr. S. Schofield (chairman of the north-western division) was elected as the fourth national vice-chairman. Mr. S. Hatton decided, because of ill-health, to relinquish the post of national honorary treasurer, and Mr. J. W. Bannard was elected in his place.

MR. H. CALDWELL, material controller of the Chorley factory of Leyland Motors, Ltd., since 1924, is retiring after completing a total of 42 years service with Leylands.

MR. HECTOR M. A. NUTTMAN has been appointed senior chief inspector at London Transport's Green Line control office in central London. Mr. Nuttman, 60, started work as a conductor with Green Line Coaches, Ltd., in 1931, and was promoted to inspector in 1932. He was appointed a chief inspector at the control office in 1956.

JAMES W. SMITH has been appointed managing director of Hanson Haulage (London), Ltd. Mr. Smith, 54, became associated with the Hanson Group of Companies on the acquisition of Bouts-Tillotson Transport, Ltd., in 1935. At that time he was manager in Leeds, and in 1936 became Manchester manager. He moved to London in 1946 on his appointment as traffic manager of the company. After nationalization in 1948 he held various appointments with British Road Services until he eventually returned to the Hanson group of companies.

MR. J. NEWTON, traffic manager of the general rubber goods division of Dunlop Rubber Co., Ltd., has been re-elected chairman of the Institute of Traffic Administration, Manchester and District

MR. S. H. LLOYD, for 10 years transport manager of George E. Gray, Ltd., Ilford, has been appointed transport manager of Drums, Ltd., a subsidiary of International Paints, Ltd. He will be acting under the direction of the group transport officer, Mr. R. A. Goodfellow.

Men in the News

ERNEST Young, transport manager of Hadfields (Merton), Ltd.. has been elected chairman of the Council of the Mansion House Association on Transport.

MR. J. B. HOLLAND has been appointed staff manager at the Royal Automobile Club, Pall Mall, in succession to MR. CECIL B. MADDISON, who is taking up an appointment with Shell-International Petroleum.

MR. C. J. BUCHANAN-DUNLOP has been appointed manager of the Birmingham area sales office of Alcan Industries, Ltd.. in succession to Mr. D. W. TAYLOR, who is to take over management of the London area sales office later this year.

Mr. Kenneth Hand, former technical manager of Thompson Bros., of Bilston. has been appointed chief engineer of Alf'd Miles, Ltd., Gloucester, Mr. Hand. who served his apprenticeship with Thompson Bros., has been dealing for the past few years with the design of new 10,000-gal. light alloy aircraft refuellers.

MR. E. W. ARKLE, chief traffic officer of British Railways Central Staff, has retired after a lifetime of railway service. Mr. Arkle was Director of Traffic Services in the London Midland Region of British Railways before joining the Commission in February, 1960, when he succeeded the late Mr. Frank Grundy. In view of pending changes in the organization of the British Transport Commission a permanent successor will not at present be appointed.

MR. WILLIAM HOLLICK, senior engineer advising on mechanical handling equipment at Unilever, Ltd., has been awarded the John Morris Memorial Award for 1961, for his paper "The design of warehouse and storage areas to allow efficient handling by industrial trucks." The award is made annually by the British Industrial Truck Association and, as a result, Mr. Hollick will attend the 8th Annual Material Handling Course at Lake Placid, New York, from June 18-30.

Forthcoming Events

- May 10-12. Institute of Materials Handling, Second International Conference Southport.
- International Conference, Southport.

 May 11-17.—International Union of Public Transport Congress, Copenhagen.
- May 16-18, Public Transport Association Annual
- Conference, Eastbourne.

 May 23-25.—National Association of Furniture Warehousemen and Removers Annual Conference, Turnberry, Ayrshire.

 May 29-June 7.—Institute of Transport visit to Belgium.
- June 5-9.—Institute of Public Cleansing Annual Conference, Aberdeen.
- June 12-15.—Vehicle Builders' and Repairers'
 Association Annual General Meeting and Conference, Rothesay, Isle of Bute.

 June 15-24.—Construction Equipment Exhibition,
 Crystal Palace, London, S.E.19.
- September 17.—Lorry Driver of the Year Contest.
 National Final Fort Dunlop.
 September 21-October 1.—Frankfurt Motor Show.
 October 5-15.—Paris Motor Show. (Cars only.)
 October 17-18.—Road Haulage Association Con-
- October 17-18—Road Haulage Association Conference, Brighton.
 October 18-28.—Earls Court Motor Show.
 October 28-November 8.—Turin Motor Show.
 October 31.—British Electrical and Allied Manufacturers' Association Dinner, Grosvenor House, Park Lanc, London.
 November 19-18.—Scottish Show, Kelvin Hall.
- Glasgow.

 November 13-16.—National Maintenance Conference and Exhibition, Central Hall, Westminster.

May 29-June 1.—Institute of Transport Congress, Cardiff.

Rosy View

From our Parliamentary Correspondent

GLOWING progress report on the A GLOWING progress report of London pink zone loading ban experiments was given in the Commons last week by Mr. John Hay, Joint Parliamentary Secretary, during the debate on parking. "There is no doubt that these experimental regulations have largely restored a sense of discipline that was not there before," commented Mr.

Mr. Hay added that it was hoped to make the permanent regulations some time before the end of October.

Commercial road transport was absolutely vital to the continued industrial and commercial health of the country, declared Mr. Hay, and they had to be very careful lest they did something which would damage or disturb that.

There were two problems, as far as the parking of commercial vehicles was concerned, first to provide parking space, and second to have control over waiting particularly over loading and unloading.

Responsibility for providing off-street parking rested clearly with local authorities or the vehicle owners, and he hoped that local authorities would use their powers to provide these facilities.

A Warning

From the Opposition Front Bench Mr. George Strauss (Vauxhall) said the debate was a warning to the Government of what was likely to happen when the Road Traffic Bill came before the Commons. If the Government believed it could get the new Bill through its Committee and Report Stages in a couple of months, its calculation was wrong.

Condemning the overnight parking of lorries in residential streets, Mr. Strauss said only the Government could take a lead and do something about it. would be glad to hear that the Road Haulage Association had taken a welcome step away from its usual major interest in political matters and had considered what it would do to provide for the arrangement by local authorities or the Government of facilities for the parking of lorries. If it had not taken any step it should do so.

Vehicle Parks

Mr. Percy Browne (Tory, Torrington) said he and his colleagues would be prepared to pay a reasonable fee for a night's lodging in a vehicle park if the park were there. They would like nothing better than to have a place where they could get hold of a driver on the telephone, where he could get a night's sleep in order to keep to the statutory hours and know that his vehicle was properly looked after.

Mr. W. R. Rees-Davies (Tory, Isle of Thanet) urged the building of industrial motels near the great markets such as Covent Garden, so that lorries were provided with sufficient parking facilities, and men could have accommodation.

Mr. Hay Takes a Three Months' Suspension for Three A Vehicles

RETURNING to the West Midland Traffic Area for one day in the capacity of deputy, Mr. W. P. James, the former Licensing Authority, suspended three A-licensed vehicles belonging to Mr. J. Westwood, trading as Harrold and Westwood. Old Hill, Staffs, for a period of three months, at a Birmingham inquiry on Monday under Section 178 (1) of the Road Traffic Act,

This was an example, said Mr. James, of irregularity which was becoming far too common; one haulier assuming control of another's vehicles and using them in breach of the declaration of normal user. Although any penalty ought to be shared it was contended that the vehicles had been operated on behalf of the licence-holder and in the absence of evidence to the contrary he must he

held wholly responsible.

Mr. Westwood said he had been in long-distance haulage since before 1930 and had always believed the scope of an A licence was unlimited. When the 25-mile restriction was lifted after denationalization, he thought the vehicles could go anywhere. After a serious illness his three flat vehicles were hired to a Mr. Arthur Smith, Watering Lane, Birmingham, 9; they worked for his own customers, but Smith was told they were on unlimited A licence.

The vehicles had not been used since January, when he was visited by enforcement officers and told they were operating in breach of the normal user, for local work, attached to his whole fleet of eight A-licensed vehicles. They were still at Smith's premises.

Questioned by Mr. James, he said he had never sought legal advice. If the vehicles were suspended instead of removed from the licence he would replace them by tippers used on local

Suspending the three vehicles until the end of July, Mr. James said there was no excuse for Smith who should have obtained precise information about the normal user. The vehicles must be removed from Smith's premises and the decision depended on satisfactory proof that the vehicles had not been used since



This underfloorengined Albion Claymore van is the property of J. H. Sparshatt and Sons (Southampton), Ltd., who also built the body. It is on con-tract hire to Wolfe and Hollander, of Exeter. The 980 cu. ft, body has a single piece translucent glass-fibre roof.

On the Road Research Track

SINCE the opening of the Road Research Laboratory's track at Crowthorne last October, a number of experiments have been carried out using the new facilities. To show some of the everyday work being done, open days were held yesterday and Wednesday at Crowthorne and at the Materials, Construction and Tropical division at Harmondsworth.

The experiments being conducted were described in detail in The Commercial Motor, April 22, 1960, and a number of these experiments were demonstrated at Crowthorne during the open days.

They were concerned with the electronic guidance of vehicles, skidding, shattered windscreens, the legibility of traffic signs, lamp-posts under crash impact, on-the-spot accident investigations, automatic detection of congestion, studying drivers' actions, and a safer means of controlling traffic lights.

Displays were given of the Maxaret anti-skid braking device fitted to the Ferguson car, which is shortly to be announced. The system operates by releasing the pressure in the braking system when the wheels slow down at more than a predetermined rate. Also shown was a car electronically controlled by two detectors below the front bumper, which pick up impulses from a guide-wire buried 3 in, under the surface of the road.

EXHIBITION CANCELLED

T has been announced by the Perkins Group that the "Power by Perkins exhibition which was to have taken place at Brands Hatch from June 12 to 17 has been cancelled.

Safe Loading

From our Parliamentary Correspondent

MR. MARPLES does not intend to alter the regulations governing the safe loading of lorries and the securing of loads—though he does want them tightened up to ensure that lorry crews are protected from shifting loads.

Pressed last week to strengthen the regulations, the Minister said they were, in his view, adequate, except perhaps in so far as an inadequately secured load might cause danger to someone on the vehicle. He had circulated for comment a proposal to strengthen the law on this.

In 1958, the latest year for which information was available, the police retorted that a shifting, defective or excessive load was a contributory factor in 353 accidents involving goods vehicles, added Mr. Marples.

£350,000 A.E.C. Order

AN order for 100 single-deck A.E.C. buses—a new model called the Kudu—has been placed by A.E.C. Vehicles S.A., Ltd. They will cost a total of £350.000.

The Kudu has been developed exclusively for the African market and uses the main units of the A.E.C. Regal Mk. VI single-decker passenger chassis but, instead of using an underfloor engine, a front-mounted vertical A.E.C. AV.690, 168 b.h.p. oil engine is fitted.

Bodies are to be manufactured locally.

Visit to Scammell

THE Rt. Hon. John Profumo, Secretary of State for War, visited Watford on Monday at the invitation of the Watford and District Manufacturers Association. During the day, Mr. Profumo and the members of his party visited Scammell Lorries, Ltd., Watford, and expressed their great interest in the company's vigorous export trade.

They were conducted on a tour of the factories by Mr. D. G. Stokes, managing director, Mr. B. L. Braithwaite, sales director, and Mr. J. Thorpe, works manager.

LINCOLN'S PROFIT

LINCOLN City Transport Department's report for the financial year just ended shows that there will be an estimated surplus of £8,000, out of which must be paid £2,600 for major repairs. The department has an outstanding deficit of £60,385.

Figures for 1961-62 show that there will be an estimated surplus of £17,000, after payment of £7,350 on loan charges for new buses.

R.H.A. IN THE WEST

THE following have been elected to office in the Western area of the Road Haulage Association: chairman, Mr. A. H. Gore; vice-chairmen, Mr. G. H. Gardner (S. Gardner and Sons (Transport), Ltd.), Mr. A. D. Forsey (A. D. Forsey (Transport), Ltd.).

Export "Consortiums" for Smaller Manufacturers?

SMALLER British commercial-vehicle manufacturers should get together to form "export consortiums." This is the view of Mr. W. R. Bowden, chairman of the Incorporated Sales Managers' Association. The I.S.M.A. is next week to hold a three-day conference in London's Royal Festival Hall on selling and exports. Mr. Bowden is sales director of Horlicks, Ltd.

The conference marks the golden anniversary of the I.S.M.A. Among the speakers will be Sir Patrick Hennessy, chairman of the Ford Motor Co., Ltd., and Mr. Reay Geddes, managing director of the Dunlop Rubber Co., Ltd.

"I would have thought that the smaller commercial-vehicle manufacturers competing for exports with very large heavy vehicle manufacturing concerns both in this country and on the Continent could immeasurably strengthen their hands by combining their forces for overseas trading." he told *The Commercial Motor* this week.

"One other way in which the British manufacturer can establish a stake relatively quickly in what would otherwise be a difficult market is by forming an alliance with a manufacturer in that country whose products complement his

own." [There are, of course, examples of this already in operation.—ED.]

"Commercial and sales teaching must start at least at sixth-form level and become accepted as a regular part of university curriculums. Similarly, apprenticeship schemes should be divided so that they produce both engineers and marketing executives." he added.

New Truck Depot

A MODERN depot and service centre for materials handling trucks and tractors has been opened in Cardiff by Lansing Bagnall, Ltd., of Basingstoke. Further depots will shortly be opened at Bristol and Portsmouth, and others will follow in different parts of the British Isles. They will augment the existing Lansing Bagnall regional centres in London, Birmingham, Warrington and Glasgow.

THORNYCROFT SERVICE

THE Bishops Street, Glasgow, depot of Transport Equipment (Thornycroft). Ltd., is to close on May 15 and move to the newly-opened A.E.C. Depot at 2121 London Road, Glasgow, E.2, where full Thornycroft service will be provided.

Exports Settle Down

As was expected, the three months' record-breaking run of exports of new commercial vehicles did not continue in February. The final total was 17,269, compared with the all-time record

17,269, compared with the all-time record attained in January, of 17,923. This was mainly due to a slump in production of new commercial vehicles during the first month of this year.

However, production in February totalled 40,128 units, which is 1,976 more than in January, and 6,771 more than in the corresponding period of last year. As February is a short month, the production total at 40,128 is remarkably high as is shown by the record weekly average figure of 10,032. This is the first time that averages have exceeded the 10,000 mark and it suggests that exports during March may well continue climbing. Full details are in the accompanying tables.

Type Feb. Jan.-Feb

Goods vehicles, tractors and special types
Under 15 cwt. 20,039 37,986
15 cwt.-3 tons 7,179 14,088
3-6 tons 5,144 10,567
Over 6 tons 5,995 12 293

Total 38,357 74,936

| Passenger vehicles | Motorbuses, single-deck double-deck | 1,558 | 2,990 | 354 | Trolleybuses | 1,771 | 3,344 | Grand Total | 40,128 | 78,280 | Weekly average | 10,032 | 9,785 |

NEW COMMERCIAL VEHICLE EXPORTS-FEBRUARY, 1961

	Feb	oruary	January—February		
Туре	No.	Value £	No.	Value £	
Goods vehicles, complete and chassis assembled and unassembled Motor-buses and trolley-buses, complete and chassis Road haulage tractors Others descriptions, complete and	15,967 635 78	10,129,298 927,785 264,889	32,351 1,399 163	21,249,029 1,968,936 398,765	
Others descriptions, complete and chassis Dumpers and dump trucks Industrial trucks Trailers	505	220,568 635,853 318,319 184,598	1,050	592,003 1,058,567 801,796 384,760	
Totals	17,269	12,681,310	35,180	26,453,856	

Drinks on Buses: New Attack

From our Parliamentary Correspondent

THOUGH they have the combined weight of the Home Secretary, the Minister of Transport, and a sizable body of Backbenchers against them, the advocates of alcoholic drinks on longdistance luxury coaches have not been knocked out by the blow they received when their suggestions were rejected in the Commons last week.

The Standing Committee on the Licensing Bill turned down the idea by 15 votes to 13, but now the Tory losers intend to submit evidence to Mr. Dennis Vosper, Minister of State at the Home Office, to show that the arguments he advanced against them are not valid.

In particular, they intend to emphasize that if drinks were served on these coaches there would be no need for stops at public houses

The Sick, Lame and Lazy

WELCOMING delegates to the Municipal Passenger Transport Association (Managers' Section) annual meeting in Hull, the Lord Mayor, Ald. W. E. Body, said the time was not far distant when a bus service would have to be considered as a social service.

"I can see that as each person buys his own vehicle we shall be carrying just the sick, lame and lazy on our buses," he said.

"We have to appreciate that the idea of individual transport has come to stay, and that with every vehicle purchased we are losing potential customers from our public services. Every time that fares are increased, more private vehicles are bought.

TRAINING FOR BODY BUILDERS

THE City and Guilds of London Institute has announced new courses of training for craft apprentices and others in the vehicle body industry. The courses have been designed to cater for the four main crafts associated with the industryvehicle body building, panel beating, vehicle painting and industrial finishing. and vehicle body trimming. Details of the courses may be obtained from the City and Guilds of London Institute, 76 Portland Place, London, W.1.

ROAD TO SINGAPORE

A N application to run a twice-yearly service between Nottingham and India, and probably Singapore, has been lodged with the East Midlands Licensing Authority by Mr. H. K. Cox, of Gorsey Road, Nottingham, who says in his application the fare would be £93 10s. return and £48 single.

£650,000 FOR BELFAST BUSES

BELFAST Finance Committee have approved the proposal to raise a loan of £650,000 to meet the cost of 88 doubledeck bus chassis, bodies and spare units.

Sheffield's New Bus Depot



The new depot at East Bank Road, Sheffield.

THE second of two new Sheffield Corporation bus depots, provision for which was made in the tramway replacement scheme evolved 10 years ago, was opened on Tuesday. The ceremony was performed by Mr. R. C. Moore, general manager of Sheffield Corporation Transport department, who on that day retired from the managership which he had held since December, 1945.

The new garage, at East Bank Road, has accommodation for 150 buses. The main building incorporates three parking bays, each 280 ft. long and 98 ft. wide, and a workshops bay of similar dimensions with 16 ready-access pits. Provision is also made for offices for the foreman.

assistant foreman, and works clerk, and for shops for the bodymakers, painters and wireman.

At the opposite end of the building there is an administration section with ticket, time and cash offices at ground level. On the first floor are the mess rooms with the equipment necessary for the serving of cooked meals for 100 staff and the provision of snacks throughout the day.

A Dawson Mk. II through-type bus washing plant for either 7-ft. 6-in. or 8-ft. double-deckers is provided at a point easily accessible from the entrance. Equipment includes a Laycock 12-ton bus lift and a Wickham industrial steam cleaner.

Bus Pay Strike Threat Dims

WITH the 11s. a week settlement of the municipal side of the bus pay claim, strike action by the private-company section must be distinctly more remote. For the new board of arbitration, if it is indeed set up, can hardly ignore the award, writes our Industrial Correspondent.

Mr. Arthur Townsend, national passenger group secretary of the Transport and General Workers' Union, said: "In view of the municipal settlement there will be trouble if the private employers do not agree at least to a similar increase. Strike action is certainly a possibility."

In fact, two of the six unions involved had already given their sanction for strike action before it was decided to refer the claim to arbitration.

The unions will press their demands for improved conditions at the next meeting of the Council, Mr. Townsend said. These include higher pay for Saturday work, a seven-hour day and special payments for early and late work.

York to Open Scottish Depot

SCOTLAND'S first trailer service depot is to be opened by the York Trailer Co., Ltd., of Corby, Northants, next month. The new depot will be situated near Glasgow's city boundary at 2105 London Road, Tollcross, Glasgow, E.2, and will be run in conjunction with the York Trailer Company's Scottish distributors-Millburn Motors, Ltd., 51/79 Millburn Street, Glasgow, N.1.

Among the services to be offered at the new depot are comprehensive spares departments, with particular emphasis on parts for York semi-trailers and third axle conversions, facilities for conversions, maintenance, overhauls, and repairs to York semi-trailers, and similar facilities for fifth-wheel and braking installations.

The Glasgow depot will become the Sales Headquarters for York in the Scottish and North of England area.

N.A.W.K. Officers

AT the annual meeting in London last week of the National Association of Warehouse Keepers, the Rt. Hon. Lord Luke of Pavenham was re-elected president, Mr. F. J. O. Martin, of Martins Warehousing Co., Ltd., Tewkesbury, was elected chairman, and Mr. L. Hammond, Lenham Storage Co., Ltd., Maidstone. was elected honorary treasurer.

Licence Claims

From our Parliamentary Correspondent

THE Finance Bill proposes to shorten the time in which claims for money overpaid or underpaid on some vehicle excise licences can be put in. At the moment the Vehicles (Excise) Act of 1949 says that these claims must be submitted within a year following the year in respect of which, or of part of which, the licence was taken out.

Now the time limit is to be altered to 12 months beginning with the end of the period in respect of which the licence was taken out.

This will not affect licences taken out for a full year, but would in some cases cut down the claim time for licences taken out for shorter periods.

Orders and Deliveries

FLEETLINES ORDERED: United Transport, of Atherton, Lancs, have ordered six Daimler Fleetline rear-engined double-decker chassis, which will be powered by Gardner 6LX oil engines. Semior valuation of the state of th

MORE MARSHAL MIXERS: A repeat order for 12 A.E.C. 6×4 Marshal chassis has been placed by Ransomes and Rapier, Ltd., of Ipswich, who will fit their 6-cu.-yd. concrete mixers.

MOBILE CRANE CHASSIS: A repeat order has been placed with Leyland Motors, Ltd., by Lambert Engineering Co. (Glasgow), Ltd., for 24 short-wheelbase Comet chassis, worth over £45,000. The chassis will be used as the basis for the company's Hydrocon Highlander mobile crane.

MALAYA ORDERS SCARABS: Penang MALAYA ORDERS SCARAGO Port Commission, Malaya, have ordered three 6-ton Scammell Scarab mechanical horses and nine 10-ton Scammell semi-trailers with automatic coupling gear and 20-ft.-long platform bodies.

HAULAGE ALBIONS: S. A. Bell, Ltd., haulage contractors of Seamer, near Scarborough, have ordered six Albion Chieftain tractors and two long-wheelbase Albion Reivers with double-drive rear bogies.

BIG ENGINE ORDER: A contract worth BIG ENGINE ORDER: A contract worth over £180,000 has been awarded to Cummins Engine Co., Ltd., Shotts, Lanarkshire, for the supply of oil engines to Trailers de Monterray, Mexico—the principal manufacturers of oil-engined goods and passenger vehicles in Mexico. The engines to be supplied range from 212 to 305 b.h.p. and included in the order are a number of the recently introduced Model NH-250, which develops 240 b.h.p. at 2,100 r.p.m.

PORTUGUESE RELIANCES: Uniao de Transportadores para Importação e Comercio Lda., of Lisbon, have placed a Comercio Lda., of Lisbon, have placed a repeat order for 12 A.E.C. Reliance underfloor-engined passenger chassis which will be fitted with bodies construc-ted by U.T.I.C. Twelve Reliance chassis sets have also been ordered. These will be incorporated in vehicles to be built by the concern.



The design of this Double Double dropside tipper body, which was built by Barham Coachbuilders, Ltd., Motspur Drive, Northampton, allows the unit to be converted very quickly for a variety of uses. Double sides are fitted and two lengths of corner and side posts are supplied. As a result the vehicle can be used as a flat platform, as a normal tipper or for the carriage of bulk grain.

Municipal Contracts

Batley Council ask for one 10-ewt, pick-up. Caernarvonshire C.C. ask for one 5-ton lorry Burgess Hill U.D.C. ask for one refuse collecto Bucka Education Committee ask for a mobil

brary van.

Heston and Isleworth Council ask for one 7-1,-yd, refuse collector.

Heston and Intervorth Council ask for one 7-u-yd, refuse, collector.

Monmouthshire C.C. ask for one Land-Rover nd one Massey-Ferguson tractor, Brighouse Corporation ask for a Massey-Ferguson 5 semi-industrial de luxe tractor.

Eston U.D.C. ask for two Karrier dual tip efuse collectors: one Commer Cob light van. Resteven C.C. want two diesel Land-Rovers; ne Hargreaves-Sisis 30-cwt. equipment trailer. Edibburgh Corporation ask for five trailers, fast-swing type for vibrating rollers, and one 5-ton we loader.

w loader.

Deben R.D.C., Suffolk, ask for one Karrier ameeock dual tip 18-cu-yd, refuse collector,

diesel engined.

Dorking and Hortey R.D.C. ask for two 1,500galion cesspool empriers; one 26-30-cu.-yd. and two
22-16-cu.-yd. refuse collectors.

Denbighshire C.C. ask for eight 5-ton diesel
Bedford forries; two 5-cwt. Ford vans; one LandRover: two Massey-Ferguson tractors and attach-

Hemel Hempstead Council ask for one Massey-Ferguson De Luxe (35) diesel tractor, and offer in part exchange a Ferguson petrol industrial

tractor.

Leyton Borough Council ask for two Karrier
Gamecock 3-4-ton tippers: one Bedford 15-cwt.
van: one Karrier Bantam 2-ton tipper: one Bedford 15-cwt, tipping pick-up truck.

Tendring (Kent) R.D.C. ask for one new Bedford-nate 4-ton long-wheelbase side-loading refuse likector, diesel-engined. Swamsea Corporation Fire Services Committee to invite tenders for the supply of a new edford Fire Appliance, at an estimated cost of 3.500.

3.500. Tynemouth Corporation Cleansing and Transport ommittee have authorized the Director of Public leansing to invite tenders for the supply of four time tenders bereies to the supply of four time tenders.

Committee have authorized the Director of Public Cleansing to invite tenders for the supply of four 3-ton tipping lorries.

Northamberland C.C. ask for nine Ferguson industrial tractors, 12 7-9-ton heavy diesel wagons; six 5-6-ton similar wagons; two mechanical road sweepers; one gully empire; 14 15-cwt, vans.

Newton Abbot R.D.C., ask for one short-wheel-base diesel-ensited, forward-control lorry, wooden drop-sided body, steel-plated floor and hydraulic tipping gear; a 3-ton Bedford hydraulic short-wheelbase tipper is offered in part exchanse.

Croydon Corporation Transport Committee recommend the purchase of the following plant and vehicles: two Shelvoke and Drewny "Pakamatic" refuse collection vehicles at a total cost of £8,500; a Whitlock Dinkum 60 Excavator with Whitlock 66 power shovel and power-assisted steering, at a cost of £3,605; an additional Austin A35 van at a cost of £3,605; an additional Austin A35 van at a cost of £3,605; on additional Austin A35 van at a cost of £3,605; on additional Austin A35 van at a cost of £3,605; on additional Austin A35 van at a cost of £3,605; on additional Austin A35 van at a cost of £3,605; on additional Austin A35 van at a cost of £3,605; on additional Austin A35 van at a cost of £3,605; on the firm one 5H chassis cab. The Watch and Fire Brigade Committee have recommended approval to expenditure of £1,700 on the purchase of a Land-Rover with ancillary equipment.

Micrograms . . .

Expanding: Collins Express Parcels Service. Ltd., are planning to establish a new depot at Adams Street, Birmingham.

Safety Belts: L.C.I., one of the country's most safety-conscious firms, is now fitting Britax safety belts to a large proportion of its light vans.

Expansion: Commercial Vehicle Repairs (Essex). Ltd., have plans in hand for the early erection of new works premises at Basildon, Essex.

At Silverstone: Bowmaker, Ltd., are again donating a Bowmaker Trophy and prizes for the International Touring Car Race at Silverstone tomorrow.

New Depot: The Dunlop Rubber Co., Ltd.. have opened a new and larger depot on the Millbrook Trading Estate, Southampton. District manager is Mr. E. J. Garland.

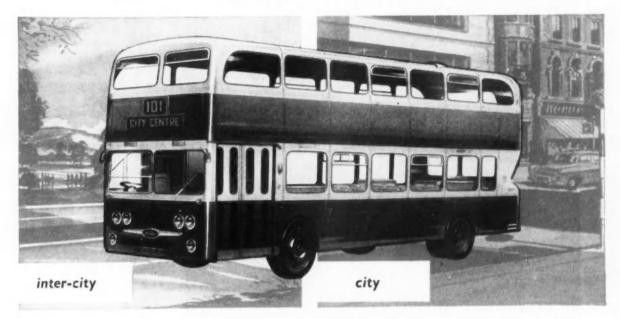
New Dagenite Depot: Pritchett and Gold and E.P.S. Co., Ltd., manufacturers of Dagenite batteries, have transferred their Birmingham depôt to 234 Stratford Road. Shirley, Solihull, Warwicks.

Land-Rover Caravan: Martin Walter, Ltd., are now building a Dormobile caravan conversion on Land-Rover long-wheelbase station wagons. The four-berth model costs £1,170, whilst the two-berth version is priced at £1,158, no purchase tax being payable.

Judo Lessons: Newcastle Transport Judo Lessons: Newcastle Transport and Electricity Committee have decided to ask a judo organization for its terms for giving judo lessons to the transport employees. Alderman Renwick said it was not a question of learning judo to throw passengers off buses, but to prevent trouble arising!

Alenco Expand: Alenco, Ltd., announce the purchase of two Dutch companies. Ermeto Productie Maatschappij N.V. and P. L. W. De Ridder and Co., N.V. (Ridco). Ermeto Productie Maatschappij was formed in 1948 for the purpose of manufacturing Ermeto fittings for the Dutch market; at the same time Ridco was formed to market the fittings produced by E.P.M.





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REAR-ENGINED, CAPACITY PLANNED 78-SEATER FOR PEAK LOADS ON CITY AND INTER-CITY SCHEDULES . . .

LOW HEIGHT EXTRA SAFETY

ECONOMY

EASIER MAINTENANCE

CREW ADVANTAGES

LARGE SEATING CAPACITY 78 seats with flat floor and central gangways in both upper and lower saloons. Low frame with dropped axles permits high or low bridge body styles.

> Step free large wide front entrance in full view of driver who controls the power doors.

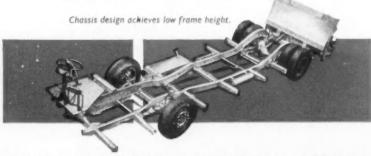
> Outstanding fuel economy with high power ensured by the famous Gardner 6LX 150 B.H.P. engine.

> Rear-engined power unit gives greatly increased accessibility for maintenance purposes, engine, gear box and auxiliary equipment can be removed independently or complete with sub-frame. Automatic strut type brake adjuster eliminates all shoe adjustment between overhauls.

> DRIVER-Simple 2-pedal control, light steering and excellent visibility give car driving conditions.

CONDUCTOR—Large platform and wide flat gangways simplify conductor duties.

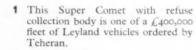




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2 A Hippo tractor hauling a 40-ton load on the Snowy Mountain project in Australia.

3 A Super-Hippo tipper and tractor operating in Holland.

Part of a fleet of 25 Worldmaster luxury coaches for long distance operation in Argentina.

5 A Beaver large-capacity tanker delivering fuel in Singapore.





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This Albion Reiver tipper is one of many hundreds operating in Australia.

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The Albion Clydesdale with 55-seater bus body is proving very popular in Southern Rhodesia.

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- One of the several Scammell 6 × 6 "Constructor" oilfield motive units operating in the Middle East over extremely arduous and sandy terrain.
- A Scammell "Scarab" 6-ton Mechanical Horse and Scammell semi-trailer, one of a large fleet operated on general haulage in Southern Rhodesia.
- Scammell 4 × 4 "Mountaineer" Flat Bed truck operating in Greenland under sub-zero temperatures and, often, at high altitudes.



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LOW LOADERS

(all on 16 inch wheels)

N.C. 25 cwt. and 35 cwt.
design for vans and light trucks
N.C. 3 ton short and long chassis
N.C. 4 ton long chassis
F.C. 3 ton, 4 ton and 5 ton chassis
F.C. 5 ton long chassis
F.C. 6 ton long chassis (on 17 inch wheels)

TRUCK CHASSIS

(all on 20 inch wheels)

N.C. 5 ton long and extra long chassis
N.C. 6 ton long chassis
N.C. 7 ton long chassis
F.C. 6 ton long chassis
F.C. 7 ton long and extra long chassis
F.C. 7½ ton extra long chassis

TIPPER CHASSIS

(all on 20 inch wheels)

N.C. 5 ton and 6 ton short chassis N.C. 7 ton short chassis F.C. 7 ton short chassis F.C. 7½ ton short chassis

TRACTORS FOR ARTICS

(all on 20 inch wheels)

N.C. 8 ton tractor unit F.C. 8 ton tractor unit F.C. 10 ton tractor unit F.C. 12 ton tractor unit

SPECIAL BEDFORD CHASSIS

Bedford-Primrose and Bedford-York 6 wheelers F.C. 216 in. wheelbase S.B. passenger chassis F.C. 4 x 4 R type chassis Your Bedford dealer will give you full details of

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The new Bedford JO is boss transport in the modern manner. It's for rush orders and rush jobs . . . for the fast transportation of men, and equipment . . . for the supervisor on the site . . . and, above all, it's the truck which the boss himself will be pleased and proud to drive.



New Bedford short wheelbase four-wheel-drive tipper. There's nothing to touch it in muddy conditions. Carefully planned weight distribution makes sure of maximum traction all the time!

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British trucks exported in 1960 were Bedfords...



Bedford normal control TJ trucks have become famous for their reliability, their economy and their safety-first design.

look at the range A Bedford truck for almost any purpose you can name. A Bedford truck to carry payload up to a maximum 12 ton deadweight. And, too, there's the Bedford reputation for reliability that straightway labels a truck as being 100% efficient for its purpose. Small surprise, then, that operators the world over insist on BEDFORD





that is why INDUSTRY RELIES ON 2-SPEED AXLES



HE'S AN EATON ENTHUSIAST! This chap has nothing but praise for the Eaton 2-speed axle fitted to the E.R.F. he drives between Bathgate and London. A flick of a button enables him to tackle any gradient.

Scottish haulage contractors, Russell of Bathgate Ltd., are currently operating 38 vehicles fitted with Eaton 2-speed axles and speak highly of their Eaton equipped lorries. Eight of these vehicles are 44G model E.R.F.s operating on Russell's London truck journey. The illustration below shows three of the four E.R.F.s which have to date clocked 200,000 miles on this run in just over two-and-a-half years' constant service.

"During this time there have been no rear-axle defects" Russell of Bathgate Ltd. inform us. The remainder of their fleet of Eaton equipped vehicles are working on long distance haulage, clocking an average of 1,000 miles per week.

Service like this is the reason why modern industry relies on Eaton 2-speed axles to deliver the goods. Specify Eaton on your new vehicles!

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THE COMMERCIAL MOTOR

May 5, 1961

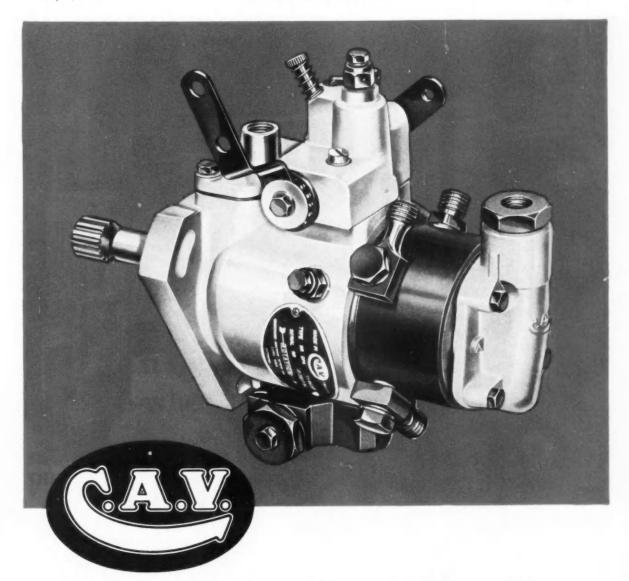
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CROSS BARS FIRMLY ANCHORED to prevent distortion and wiping.

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COOL RUNNING because spaces between cross bars allow free air circulation.

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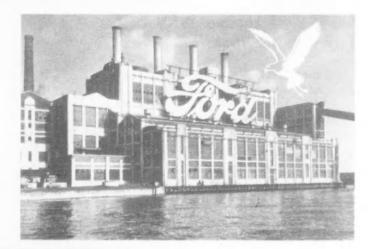
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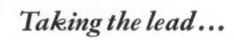
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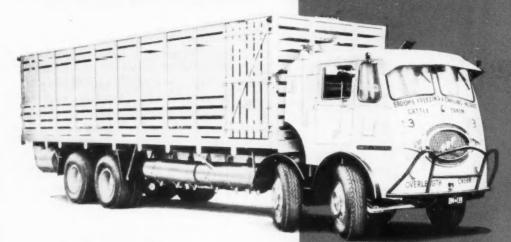
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e (above): E.R.F. Model 66(G)XSF with Gardner 6-cylinder oil orgine and 5-speed gearbox. Double drive bogie and 3rd differential with friction lock.

• (left): E.R.F. Model 64(G)X, now operating in Turkey. Fitted with Gardner 6-cylinder o'll engine. Long wheelbase chassis for large capacity loads.





• (above): E.R.F. extra-long 8-wheeler with 30-ft. cattle body, powered by Rolls-Royce oil engine. Operating in Austral's and hauling two 3-axis trailers over long journeys. Fully lader this road-train carries between 65 and 70 bullocks. Cab provides sleeping accommodation for one of the two drivers.

We invite you to write for full details of the E.R.F. range and also name of your nearest E.R.F. Declar,

E.R.F. LIMITED, SUN WORKS, SANDBACH CHESHIRE, ENGLAND

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"Serious Threat" to B.R.S.: Sivewright's B Application

Road Services were threatened with a substantial loss of traffic, it was stated, by an application put forward by Sivewright Distribution Services, Ltd., at Manchester last week. The applicants wanted five B vehicles to carry goods for Kay and Co., Ltd., from Lancashire to their premises at Worcester and goods for Alfred Bird and Co., Ltd., from Birmingham to Lancashire.

Mr. J. Booth, for the applicants, said that Kay and Co, required at least two vehicles every day to take consignments to their warehouses at Worcester. Four units were needed to meet this demand but even then an overflow of work or an unexpected hazard could not be overcome.

Therefore, they had thought five vehicles a reasonable number to deal efficiently with this work. Kay's were a large mail order organization and had 146 suppliers in Lancashire.

Bird's were finding it difficult to distribute their goods in the North West and had to use their own C vehicles. It was proposed, continued Mr. Booth, to send vehicles down to Worcester, then on the return journey they would call at Birmingham and back load Bird's traffic to Lancashire.

The Kay goods were at present being carried by B.R.S. but they were not satis fied with the service and wanted the traffic transferred to Sivewrights. Kay's demanded a 48-hour service and B.R.S. seemed unable to provide this. They trunked loads to Birmingham and then had to deliver to Worcester.

Mr. E. Wilkinson, managing director of Sivewrights, stated that they had four vehicles on A licence and two on B. He wanted the latter two units to be allowed to carry goods northwards for Birds and southwards for Kays, so that they would be interchangeable with the five new vehicles.

Mr. R. York, for the British Transport Commission, said that he had not had an opportunity to collect all the evidence he would like to have called, as he knew nothing of the complaints until the case had started.

The Licensing Authority reserved his decision on the application.

Swedish Fair

OPPORTUNITIES for British exports to Sweden were outlined at a Press conference in London on Monday when details were given of the all-British Trade Fair to be held in Stockholm from May 18 to June 3, 1962.

Mr. Reginald Maudling, President of the Board of Trade, said recently our share in Sweden's total imports had been declining. We must try hard to reverse this trend and to exploit all the opportunities provided, for Sweden is a prosperous market.

The fair is being jointly sponsored by the Federation of British Industries and the Export Council for Europe.



The first Viberti 139-passenger double-deckers entered service in Turin recently. This vehicle was first exhibited, without running units, at the 1960 Turin Motor Show, and described in the November 11, 1960 issue of "The Commercial Motor." It has a side-located Fiat 200-b.h.p. vertical engine, four-speed gearbox and air suspension at all wheels. The overall height is 13 ft. 5 in., the length and width being 39 ft. 4½ in. and 8 ft. 2 in. respectively.

New Transport Companies

Glamorgan Haulinge Co. (South Wales), Ltd., Cap. £100, Dirs.: A. C. Button "Jalna." Summer-field Hall Lane, Maesycwininer, Mon, and J. T. Button, Britannia Motor Depot, Pengam, Mon, Sec.; A. C. Button. Reg. office: Britannia Motor Depot, p. 1988 of the Committee of the Committ

A. C. Button, Reg. office: Britannia Motor Depot.
Pengam.
George Proudlock and Son, Ltd. Cap. £3,000.
Dirs. J. G. Proudlock and Mrs. M. Proudlock.
Lorbattle House, Cresswell Road, Ellington,
Morpeth, Northumberland, Sec.; J. E. Proudlock.
Reg. office: Lorbattle House, Cresswell Road,
Ellington, Morpeth,
Wood and Whitten, Ltd. Cap. £2,000. Dirs.:
M. Wood, Straight Road, Short Heath, Willenhali,
and J. E. Whiten, 29 Fairview Road, Penn.
Wolverhampton, Sec.; D. E. G. Wing.
J. H. Holland and Son (Walbottle), Ltd. Cap.
£2,000. Dirs.: J. Holland and Mrs. F. Holland, 9
Northumberland Gardens, Walbottle, Northumberland
Gardens, Walbottle,
H. Hancox (Haulage), Ltd. Cap. £7,000. Dirs.:
H. Hancox (Haulage), Ltd. Cap. £7,000. Dirs.:

and Gardens, Walbottle,

H. Hancox (Haulage), Ltd. Cap. £7.000. Dira:

Mrs, E. Hancox and J. E. Hancox. The Laurels,
Penn Road, Gospel End, Sedgley, Staffs, Mrs. E. B.
Westwood and H. Hancox. Sec.; J. E. Hancox.
Reg. office: The Laurels, Penn Road, Gospel End,
Sedgley.

edgley Woodham Bross, Transport Contractors, Ltd. lap. £15,000. Dirs.: D. L. V. Woodham, 6 Guys toad, Barry, Glam, P. E. Woodham, W. Woodham nd A. E. Woodham, 164 Jenner Road. Barry, ecc.: G. Roberts. Reg. office: 54 Thompson Street, larry, Glam.

nrry, Glam.

Ralph Birkett, Ltd. Cap. £100. Dirs.: R. J.
rikett. Mrs. I. M. Birkett and D. A. Birkett. 74
roadsands Avenue. Paignton. Devon. Scc.: R. J.
rikett. Reg. office: 74 Broadsands Avenue.

Advanshift Haulage, Ltd. Cap. £100. Subs.: J. Herbert and T. A. Herbert, 156 Strand, London, W.C.2. Sec.: T. A. Herbert.

F. H. Harrison, Ltd. Cap. £5,000. Dirs.; F. H. Harrison and M. M. Harrison, Woodside, Westfield, Frosterley, Co. Durham. Sec.; M. M. Harrison. Reg. office: The Batts, Frosterley.

E. and E. Forshaw (Wigan), Ltd. Cap. £100. Dirs: E. Forshaw and Ellas Forshaw, 2 Alker Street, Newtown, Wigan, and G. Sutherland, 557 Orms-kirk Road, Pemberion, Wigan, Sec. G. Sutherland, Reg. office: 557 Ormskirk Road, Pemberion.

J. E. R. (Transport), Ltd. Cap. £100. Dirs.:
1. R. Clark, R. C. Amsdon and E. R. Clark, 3.
Hankey House, Long Lane, London, S.E.I. Sec.:
J. R. Clark, Reg. office: 3 Hankey House, Long Lane, London, S.E.I.

T. Trinder and Sons, Ltd. Cap. £2,000. Dir.: Trinder and Mrs. J. Trinder. 46 Jubilee Avenue, oston. Sec.: M. R. Chettleburgh. Reg. office: 6 Thorold Street, Boston.

Tondu Transport, Ltd. Cap. £100. Subs.: D. M. Graeme and P. G. Graeme, 61 Fairview Avenue, Gillingham, Kent. Sec.: D. M. Graeme.

Hall Bros (St. Helens), Ltd. Cap. £10,000. Dirs.: B. R. Hall, G. C. Hall and G. M. Clare, 159 Rainford Road. St. Helens, Lancs. Sec.: G. M. Clare. Reg. office: 159 Rainford Road, St. Helens, Lancs.

Mid-Backs Carriers, Ltd. Cap. £100. Dirs.; S. W. Goss and P. Goss. Bowling Alley. Oving, Aylesbury. Sec.: P. Goss. Reg. office: 99a Quainton Road, Waddisdon, Aylesbury, Bucks.

Green Line (Spennymoor), Edd. Cap: £3.000.
Drs.: E. Proud. Avondale, North Close, Kirk Merrington, Co. Durham, and R. Proud. 83 Clyde Terrace, Spennymoor, Sec.: E. Proud. Reg. office: Coulson Street, Spennymoor.

R. E. Butes, Ltd. Cap. £5,000. Dirs.; R. E. ates and J. K. Baker. Brick Works, Curridge, near iswbury, Berks. Sec.: J. K. Baker. Reg. office: rick Works, Curridge, near Newbury.

U.T.A. "Truck-leasing" Service Expands

THE Ulster Transport Authority's "truck-leasing" service has grown to such a degree that it is hoped to expand the fleet from 100 to 150 by the spring of 1962. This was stated by Mr. Noel E. Flanagan, rates and charges officer of the U.T.A., when the Authority's 100th contract hire vehicle was formally put into service at the Midland Hotel, Belfast, last

One-man Buses in Northern Ireland?

THE way is now clear for the Ulster Transport Authority and the trade unions to reach agreement on the operation of one-man buses, writes our Belfast correspondent. The Northern Ireland Ministry of Home Affairs, by regulation, has amended the p.s.v. regulations to enable standing passengers to be carried on buses without conductors.

Until now, this was one of the obstacles to agreement. The Authority took the view that the right to carry standing passengers at peak times was essential.

Tax Rise Could be Inflationary

THE amount of revenue the Chancellor was likely to obtain from the recent tax increase would be a poor return having regard to the possible inflationary effect on the country as a whole, said Mr. G. K. Newman, R.H.A. secretary-general, at the Northern Area annual dinner in Newcastle upon Tyne last Friday. Hauliers might have to contemplate some reappraisal of the situation and perhaps increase charges, a thing that they had hoped to avoid.

If the Chancellor hoped to increase taxation on goods vehicles without adding to the ultimate cost of road transport he was wrong, observed Mr. Newman.

It might have been thought that because the industry was efficient it could absorb the 20 per cent. rise in licence duty. If so, a fact that had been overlooked was that other costs had increased. Hauliers had been ready to pull in their belts, but now a reassessment of the case might be forced upon them.

THOSE BLOOD TESTS

WO changes - both dealing with Two changes—oou drunken driving—were made in the Road Traffic Bill when the Lords considered the measure in Committee last week. One amendment accepted by the House will ensure that a doctor is present whenever a blood test is taken; the other provides for standard alcohol tests of the highest possible quality.

Pipelines: M.P. Talks of Far-reaching Results

From Our Parliamentary Correspondent

A FTER a promise that the Government hopes to introduce pipeline legislation next session, the promotors of the Trunk Pipelines Bill last week withdrew the measure.

The Bill, which sought Parliamentary approval for a 70-mile pipeline between Canvey Island and Denham, Bucks, had been opposed by the Government because it clashed with the overall legislation which is being produced.

Mr. Richard Wood, the Minister of Power, explained in the Commons that the Government favoured the private development of pipelines, but intended to produce legislation which would provide control over the work.

LORD POLWARTH TO OPEN SCOTTISH SHOW

THE 1961 Scottish Show will be l opened by Lord Polwarth, chairman of the Scottish Council (Development and Industry), it was announced this week by the Scottish Motor Trade Association. The Show will be held in Kelvin Hall, Glasgow, from November 10 to 18.

And Now . . . The Brawny Bug

SALES of the Crofton Bug have expanded so rapidly since its introduction in January, 1960, that the manufacturers, the Crofton Co., San Diego, California, now produce three models and a fourth is being developed,

In addition to the standard model which is equipped with 5.30-12 tyres, there is an intermediate model with 6.00-13 tyres and the Brawny Bug. This has a six-speed gearbox developed by Crofton, a Powr-Lok differential, special 9.00-10 low-pressure tyres, de luxe seats and a full crash pan.

There are over 30 different items of optional equipment for the models, all

three of which have most things in common. Besides the same basic appearance. overall dimensions are the same at 8 ft. 9 in. long, 4 ft. wide and 5-ft. 3-in. wheel-

The 4-cylinder, water-cooled Crofton petrol engine is fitted to all models. This has a 21-in.-diameter bore with a stroke of 21 in. giving a capacity of 44 cu. in. Compression ratio is 9 to 1 and 35 b.h.p. is developed at 5,200 r.p.m. Maximum torque is 40 ft.-lb. at 3,700 r.p.m.

The engine is said to be an improved version of the power unit developed for the Cros ley which, it is claimed, was America's first small car.

> One of the models of the Crofton Bug shown fitted with extra. Various tyre sizes, twin rear wheels, a snow-plough and an electric winch are among the other extras which can be supplied.



the plastics hood which is an optional

He was anxious to ensure that every one affected by a new pipeline had an opportunity of making representations, and he was preparing to consult a long list of interests concerned in order to get their views about what the best procedure for the future would be.

Opposition M.P.s expressed fears about allowing pipeline development to remain in private hands, but they agreed with Government supporters that pipelines will play an increasingly important role in Britain's transport system.

Oil, petrol, milk, china clay, coal, sugar, cement and flour-these were some of the goods which, speakers suggested, might one day be carried by pipelines.

"We are about to embark upon something, the application of which is bound to have far reaching results in our national life," declared Wing Commander R. G. Grant-Ferris (Tory, Nantwich), who presented the Bill on behalf of the promotors. "One of the small, but in my view important, things is that it will remove a great many lorries from our roads, with the resultant loss of all those dreadful fumes from which we suffer so much today.

Several examples of pipeline working overseas were quoted during the debate. Mr. R. Gresham Cooke (Tory, Twickenham) spoke of a 150-mile line between Havre and Paris which could transport over 2m. tons of oil a year, while Mr. Gunter (Labour, Southwark) described an American system for transport of coal which was 110 miles long.

Fuel Oil Additive

A N additive for diesel fuel which it is claimed will give a pleasant smell to oil engine exhaust gases, and at the same time reduce the lachrymal effects and nasal irritation, has been introduced by Redex, Ltd.

The new product is known as Redex D.D. (Diesel Deodorant), and is basically Redex to which has been added a deodorizing compound. Test results issued show that when using Redex D.D., the carbon monoxide, aldehyde and soot content of an oil-engine exhaust were reduced appreciably

T.R.T.A. ELECTIONS

AT the annual election of officers of the Merseyside and North Wales Division of the Traders Road Transport Association, Mr. L. J. Hopkins, of Rea. Ltd., Liverpool, was elected chairman, Mr. H. Lowe, transport controller of Pilkington Bros., Ltd., St. Helens, was elected vice-chairman and Mr. T. Williams, transport manager of The United Molasses Co., Ltd., Liverpool, was re-elected honorary treasurer.

The Objectors Have a Case

THE hearing of an application by J. and A. Smith of Maddiston, Falkirk, for an additional eight articulated units on A licence and for four further articulated units in place of four rigid vehicles, was adjourned until June 2 by the Scottish Licensing Authority at Glasgow last

"There is undoubtedly a case here for the objectors, who will now have to bring forward their evidence," said Mr. W. F.

Mr. James Smith, a director of Smith's, claimed that the firm were now carrying bulkier goods which could be more easily carried in the articulated units they were asking for in place of the rigid vehicles.

He also claimed that there had been a considerable increase in turnover in the past year. These ranged from 49 per cent. for British Aluminium to 440 per cent. for British Hydrocarbon Chemicals, Ltd.

He also mentioned that due to the overworking of the present fleet they had not time to maintain the vehicles properly and were losing money because of repairs on the road. Last year it had cost the firm £15,000 for outside repairs on a fleet of 80 vehicles.

Mr. A. B. Wilkinson, for the British Transport Commission, cross-examined Mr. Smith about the associate firms of J. and A. Smith, and Mr. Smith said that these were not included in the present application and their turnover was not included in the J. and A. Smith accounts.

Increase in Fruit and Veg. Traffic

LARGE increase in the traffic of A their principal customers was put forward by Yardley Transport, Ltd. Leeds last Friday, as the reason for their application for five new A vehicles two 8-ton rigids and three articulated units.

Mr. P. Kenny, for Yardley's pointed out that a large part of their operation constituted a daily service for fruit and vegetables from Liverpool, London and Southampton into Leeds, From there consignments were delivered to various food markets in the West Riding of Yorkshire. In addition, they carried substantial quantities of general traffic

Mr. G. B. Cox, secretary of Yardley's, stated that they had a total A fleet of 27 vehicles, three of these being based in the Metropolitan traffic area. Demands were increasing for their services in connection with fruit and vegetables.

The Yorkshire Deputy Authority, Mr. J. H. A. Randolph, adjourned the case.

MORE ABNORMAL LOADS

CONSIDERABLE growth in the Anumber of abnormal loads passing through the city is mentioned in the annual report of the Chief Constable of Manchester. During 1960 there were notifications of 6,916 abnormal loads, 661 more than the previous year.

Contract-to-A Switch Granted

THE transfer of four vehicles of 30 tons from contract A to public A licence was granted to Mr. A. Greensmith, of Sheffield, by the Yorkshire Deputy Licensing Authority, Mr. J. H. A. Randolph, last week.

normally London and southern counties." to be added to the four units in question. which at present were on contract to W. T. Flather, Ltd., well-known Sheffield steel manufacturers.

In evidence, Mr. Greensmith said that the vehicles worked on trunking journeys to London and were being loaded early in the morning. Flather's did not like this and wanted loading to be performed in the afternoon, the vehicle leaving for London by 7 p.m.

On the return Greensmith wished to carry fruit and vegetables, the centre of this work being at Covent Garden market. If he did not bring back return loads it was not

Mr. Greensmith, who had been a haulier since 1919 and now traded under the title of Magnet Transport, wanted the normal user: "mainly steel, fruit and foodstuffs, economic to run a vehicle down to London at night, yet he must do this if he loaded Flather's steel in the afternoon.

Replying to Mr. A. F. Wrottesley, objecting for the British Transport Commission, Mr. T. E. Warriner, transport manager of W. T. Flather, said that their rates would not be reduced if the applica-

tion was granted.

Before granting the application, Mr. Randolph said that as fruit and foodstuffs would comprise return loads it was not necessary for these commodities to be included in the normal user. Thus the conditions must be: "mainly steel, normally between Sheffield, London and southern counties."



This Dodge with a Primrose Twin Steer conversion was supplied by Phillips Motor Services (Sheffield), Ltd., to Varah Transport Ltd., Wickersley, Rotherham, for Lever's Feeds Ltd. Telehoist tipping gear, pneumatic blowing equipment and a rear sack loader are fitted. General use of the vehicle is for transporting cattle feed, flour and other materials capable of being pneumatically discharged, but sack and bulk loads can also be carried.

Electric Drill Without a Cable

A N important advance has been made by Black and Decker, Ltd., in the development of a completely selfcontained and portable electric hand drill. The drill has its own power source which combines a series of power cells (chargeable from a normal electric supply point) with an efficient motor. Thus the limitations in the use of electric drills-to places a reasonable distance from the electric supply, or the need to employ a mobile generator-are overcome.

When the cells are fully charged, a total of 75 1-in. diameter holes can be bored through & in. timber. Recharging of the cells is carried out using a transformer supplied with the drill, and five hours is said to be sufficient to return the cells to a fully charged state.

No information is available on the technical details of the power cells or the When demonstrated, however, the power developed appeared to be appreciably less than a conventional drill of similar exterior size and the speed of the chuck appeared to be in the region of 600-800 г.р.т.

Black and Decker estimate that the new drill will cost between £18 and £20.

NEWS FROM OVERSEAS

AN order for over 800 buses and goods vehicles has been received by Borgward AG., of Bremen, from the Argentine.

MIXED BAG OF TESTS

20 Vehicles Put Through Their Paces, From 4-ton Van to 51-ton Gross Artic

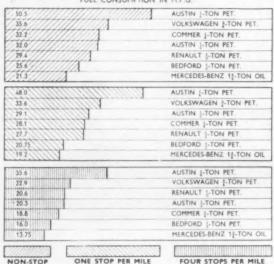
Table 1: 5-cwt.-2 tons

Make and type	Gross weight as tested	Engine and output (b.h.p.)	Rear axle ratio	Braking area (sq. in.)	Tyre size	Weather	Date
Austin 1-ton Bedford 1-ton Commer 1-ton Mercedes-Benz 11-ton Renault 1-ton	tons cwt. 1 04 1 17 2 1 1 64 3 134 1 17 1 164	Pet. 34 Pet. 42 Pet. 95 Pet. 44.3 Oil 42.4 Pet. 31 Pet. 40	3.765 4.875 4.625 4.55 5.857 5.883 5.73	67.5 149.0 182.0 92.0 230.0 102.6 129.6	5.20—10 5.90—14 6.70—15 5.60—14 6.00—16 6.40—15 6.40—15	Dry Dry Dry Dry Dry Dry	15. 7.60 25.11.60 24. 3.61 8. 7.60 14. 4.61 10. 3.61 16.12.60

A Review of
The Past Year's
Road Tests by
THE TECHNICAL
EDITOR

Chart 1: 5-cwt.-2 tons

FUEL CONSUMPTION IN M.F.G.



ACCELERATION 0-30 M.P.H. IN SEC.

60	BEDFORD 1-TON PET
70	COMMER 1-TON PET
95	AUSTIN 1-TON PET.
129	AUSTIN 1-TON PET.
130	VOLKSWAGEN 1-TON PET
160	RENAULT -TON PET
22 0	MERCEDES-BENZ 13-TON OF

BRAKING FROM 30 M.P.H. IN FEET



Table 2: 2-6 tons

No goods vehicles in this category have been road tested since the last test summary was published.

S often happens during a 12-monthly period that includes an Earls Court Commercial Motor Show, the number of vehicles road tested by *The Commercial Motor* since the beginning of May 1960 has been lower than usual. This is partly because there is little point in testing models shortly before they are to be replaced by new designs, but at the same time it is not always easy to obtain new vehicles immediately after they have been exhibited in London.

Nevertheless, 20 tests have been conducted in the last 12 months, the vehicles ranging from a novel British 4-ton van with an overall length of less than 11 ft. to an articulated outfit with a gross running weight of over 51 tons. Although only two passenger vehicles were tested during this period, one of the reports was a "world first" in that it was concerned with the Guy Wulfrunian double-decker, the only passenger vehicle of its type in full production with air springs, independent front suspension and disc brakes.

As usual in this annual summary, the vehicles tested are split into categories, the accompanying tables giving brief details of the vehicle specifications and test conditions, whilst fuel-consumption, acceleration and braking performances are indicated in the relative charts.

Chart and table 2 are normally concerned with goods vehicles in the 2-6-ton-payload category, but on this occasion no vehicles falling into this payload rating were tested in the last 12 months. For the benefit of people who keep these charts and tables year by year, however, the same

Chart 3: 6-10 tons

FUEL CONSUMPTION IN M.P.G.

15.6	BEDFORD 7-TON
15.1	SEDDON 7-TON
13.3	MACK 8-TON
12.4	MERCEDES-BENZ BI-TON

ACCELERATION 0-30 M.P.H. IN SEC.

24.75	SEDDON 7-TON
28.5	MERCEDES-BENZ BI-TON
31.4	BEDFORD 7-TON
41.0	MACK 8-TON

BRAKING FROM 30 M.P.H. IN FEET

	to the sea of section .
53.5	SEDDON 7-TON
55 0	MERCEDES-BENZ 81-TON
58.75 WET	BEDFORD 7-TON
84.0	MACK 8-TON

Table 3: 6-10 tons

Make and type	Gross weight as tested	Engine and output (b.h.p.)	Rear axle ratio	Braking area (sq. in.)	Tyre size	Weather	Date
Bedford 7-ton Mack 8-ton Mercedes-Benz 8½-ton Seddon 7-ton	 tons cwt. 10 9½ 13 8½ 13 0½ 11 5	Oil 89 Oil 110 Oil 110 Oil 105	5.83—7.95 7.33 7.17—10.0 6.16	479.7 556.0 440.0 436.0	8.25—20 11.00—20 9.00—20 8.25—20	Wet Dry Dry Dry	28.10.60 5. 8.60 7.10.60 30. 9.60

Table 4: Six- and Eight-wheelers (including Articulated Units)

Make and ty	rpe	we	oss ight ested	Engine and output (b.h.p.)	Rear axle ratio	Braking area (sq. in.)	Tyre size	Weather	Date
A.E.C. 16½-ton Albion 10-ton	11	 Tons 24 16	cwt. 3₹ 2	Oil 150 Oil 125	6.22 6.933	1,488	9,00-20 9.00-20 8.25-20	Dry Dry	22. 7. 16. 9.
Albion 12-ton		18	21	Oil 94	7.712	799	8.25-20	Dry	19. 8.
Thornycroft 12-ton		20	41	Oil 130	6.83	1,092	9.00—20 9.00—20	Dry	13. 5.

Chart 4: Six- and Eight-wheelers (including Artics)

FUEL CONSUMPTION IN M.P.G.

12.5	ALBION 12-TON
11.6	ALBION 10-TON
9.9	A.E.C. 16J-TON
9.45	THORNYCROFT 12-TON

ACCELERATION 0-30 M.P.H. IN SEC.

31.9	A.E.C. 16]-TON
32.5	THORNYCROFT 12-TON
36.0	ALBION 10-TON
52.5	ALBION 12-TON

BRAKING FROM 30 M.P.H. IN FEET

50.0	A.E.C. 161-TON
57.25	THORNYCROFT 12-TON
67.0	ALBION 10-TON
75.5	ALBION 12-TON

chart and table numbers have been used as on previous occasions.

There are four foreigners amongst this year's batch of vehicles, three of these being German. These four are the Mercedes-Benz 1½-ton van (table 1) and the 8½-ton four-wheeler of the same make (table 3), the latest Volkswagen ½-ton van in table 1 and the Renault Estafette ½-ton van, also in table 1.

Mechanically, the most novel vehicle dealt with in the first table is the Austin Seven \(\frac{1}{2}\)-ton van, derived from the now-famous B.M.C. mini-cars, and partnered by a Morris equivalent. The Austin Seven van is unique for its transverse engine location, front-wheel drive, and all-independent rubber suspension, whilst its performance has proved exhilarating enough to make the model attractive to private motorists also.

Because of its low unladen weight of 11½-cwt., the Austin van can carry its full payload without the gross weight exceeding one ton by more than a few lb. This gives exceptional fuel economy, lively performance and light handling, factors which combine with the extremely compact dimensions of the vehicle to make it well suited for delivery operation in really congested traffic conditions.

Skilful design has made the van seem much larger from the inside than its exterior appearance would suggest, but nevertheless, when confronted by such "monsters" as double-deck buses, the driver of the Austin Seven van can tend to feel over-awed. The van's nimbleness quickly re-creates confidence on such occasions, however, and, because it can be parked by the kerb in a space little more than 4 ft. longer than the vehicle itself, it is easy to hide out of the way of larger brethren.

A more conventional size of 4-ton van was tested during the same period, this being the Commer Cob, closely related to the current Hillman Husky. The present Cob is a decidedly different animal from the original version of this series introduced five years ago. The latest model has pleasing lines, having lost much of the chunkiness of its predecessors, whilst mechanically the original 1.265-litre side-valve engine has been replaced by a 1.39-litre o.h.v. unit.

The incorporation of this new engine has brought about a distinct improvement in performance, although fuel economy has suffered in the process, whilst general handling is far better than on the original models, which led the tester of the Cob to remark on the

pleasure to be obtained from driving it. The Cob has a body space of 44.5 cu. ft., 1.5 cu. ft. less than that of the Austin Seven van despite a difference in length of 1 ft. 8 in.

Of the two British \(\frac{1}{2}\)-tonners tested during this period, the one that attracts the eye most is the Bedford JOP \(\frac{1}{2}\)-ton pick-up, although the demand for this vehicle in Great Britain at least cannot be expected to be as great as that for the B.M.C. \(\frac{1}{2}\)-ton forward-control van, tested as an Austin but also available in the same form with a Morris name badge.

The Bedford pick-up is a truly outstanding British vehicle in its class, and is the closest that any British manufacturer has so far come to producing a vehicle which could compete with high-powered American pick-ups of the same nominal payload capacity. With a full load, the Bedford JOP runs at just over 2 tons and, to propel this, Vauxhall's have provided a six-cylindered petrol engine with a net output of 95 b.h.p. Thus, the JOP can reach 30 m.p.h. from a standstill in six seconds, whilst its genuine maximum speed was found to be well in excess of 80 m.p.h.

Italian Styling

In complete contrast, the latest B.M.C. 4-tonner is fairly conventional in performance, capacity and appearance—although in terms of appearance it is perhaps of interest to note that the styling of the body shell was carried out by Pininfarina, perhaps the first time that this well-known Italian name has been linked with a production commercial vehicle.

This van replaces a slightly smaller forward-control vehicle which was introduced nearly 13 years ago, and in addition to being more roomy, more pleasant to handle and more attractive to look at, the overall performance shows an improvement also. As with most B.M.C. vehicles of this type the ½-tonner has sliding cab doors—a boon in city traffic—whilst some of the heartache of gear changing has been alleviated by the provision of a floormounted change-speed lever instead of the steering column devices frequently found on vehicles of this size.

Increased power compared with its forbears was the main attribute of the Volkswagen 1-ton van tested in December, current versions of this model having a 40-b.h.p. unit, mated to a redesigned gearbox with synchromesh engagement of all forward ratios. The VW van, because of its rear engine, is essentially a side-loading vehicle, despite which its robustness and promise of long life have already found a ready market in this country.

Whilst the VW's rear engine limits access to the rear of the body, the front engine and front-wheel drive of the

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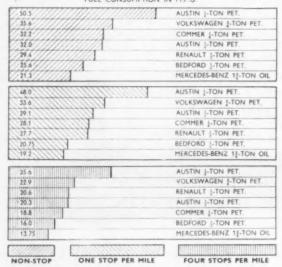
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60	BEDFORD 1-TON PET
70	COMMER 1-TON PET
95	AUSTIN 1-TON PET.
12 9	AUSTIN 1-TON PET
13.0	VOLKSWAGEN TON PET
16.0	RENAULT 1-TON PET.
22 0	MERCEDES-BENZ 12-TON OIL

BRAKING FROM 30 M.P.H. IN FEET

33.7	BEDFORD 1-TON PET
35.0	AUSTIN 1-TON PET
38 5	RENAULT 1-TON PET.
390	MERCEDES-BENZ 11-TON OIL
39 75	COMMER 1-TON PET
40.75	VOLKSWAGEN 1-TON PET.
46.0	AUSTIN 1-TON PET

Table 2: 2-6 tons

No goods vehicles in this category have been road tested since the last test summary was published.

Chart 3: 6-10 tons

FUEL CONSUMPTION IN M.P.G.

15.6	BEDFORD 7-TON
15.1	SEDDON 7-TON
13.3	MACK 8-TON
12.4	MERCEDES-BENZ 81-TON

ACCELERATION 0-30 M.P.H. IN SEC.

24.75		SEDDON 7-TON
. 28.5.		MERCEDES-BENZ BI-TON-
31.4		BEDFORD 7-TON
41.0	STATE AND LOSS NOTE.	MACK 8-TON

BRAKING FROM 30 M.P.H. IN FEET

MINIMA INSTITUTE	F. CT. 114 TES. 1
53.5	SEDDON 7-TON
55 0	MERCEDES-BENZ 81-TON
58.75 WET	BEDFORD 7-TON
A4 O	MACK A-TON

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Table 4: Six- and Eight-wheelers (including Articulated Units)

Make and ty	pe		wei	oss ight ested	Engine and output (b.h.p.)	Rear axle ratio	Braking area (sq. in.)	Tyre size	Weather	Dane
A.E.C. 161-ton			24	2 cwc.	Oil 150	6.22	1,488	9,00—20 9.00—20	Dry Dry	22. 7.60 16. 9.60
Albion 10-ton	* *	**	16		Oil 125			8.25-20		1
Albion 12-ton	**		18	23	Oil 94	7.712	799	8.25—20 9.00—20	Dry	19. 8.60
Thornycroft 12-ton			20	45	Oil 130	6.83	1,092	9.00-20	Dry	13, 5.60

Chart 4: Six- and Eight-wheelers (including Artics)

FUEL CONSUMPTION IN M.P.G.

12.5	ALBION 12-TON
11.6	ALBION 10-TON
9.9	A.E.C. 161-TON
9.45	THORNYCROFT 12-TON

ACCELERATION 0-30 M.P.H. IN SEC.

31.9	A.E.C. 16j-TON
32.5	THORNYCROFT 12-TON
36.0	ALBION 10-TON
52.5	ALBION 12-TON

BRAKING FROM 30 M.P.H. IN FEET

50.0	A.E.C. 161-TON
57.25	THORNYCROFT 12-TON
67.0	ALBION 10-TON
75.5	ALBION 12-TON

chart and table numbers have been used as on previous occasions.

There are four foreigners amongst this year's batch of vehicles, three of these being German. These four are the Mercedes-Benz 1½-ton van (table 1) and the 8½-ton four-wheeler of the same make (table 3), the latest Volkswagen ½-ton van in table 1 and the Renault Estafette ½-ton van, also in table 1.

Mechanically, the most novel vehicle dealt with in the first table is the Austin Seven \{\}-ton van, derived from the now-famous B.M.C. mini-cars, and partnered by a Morris equivalent. The Austin Seven van is unique for its transverse engine location, front-wheel drive, and all-independent rubber suspension, whilst its performance has proved exhilarating enough to make the model attractive to private motorists also.

Because of its low unladen weight of 11½-cwt., the Austin van carry its full payload without the gross weight exceeding one ton by more than a few lb. This gives exceptional fuel economy, lively performance and light handling factors which combine with the extremely compact dimensions of the vehicle to make it well suited for delivery operation in really congested traffic conditions.

Skilful design has made the van seem much larger from the inside than its exterior appearance would suggest, but nevertheless, when confronted by such "monsters" as double-deck buses, the driver of the Austin Seven van can tend to feel over-awed. The van's nimbleness quickly re-creates confidence on such occasions, however, and, because it can be parked by the kerb in a space little more than 4 ft. longer than the vehicle itself, it is easy to hide out of the way of larger brethren.

A more conventional size of 4-ton van was tested during the same period, this being the Commer Cob, closely related to the current Hillman Husky. The present Cob is a decidedly different animal from the original version of this series introduced five years ago. The latest model has pleasing lines, having lost much of the chunkiness of its predecessors, whilst mechanically the original 1.265-litre side-valve engine has been replaced by a 1.39-litre o.h.v. unit.

The incorporation of this new engine has brought about a distinct improvement in performance, although fuel economy has suffered in the process, whilst general handling is far better than on the original models, which led the tester of the Cob to remark on the

pleasure to be obtained from driving it. The Cob has a body space of 44.5 cu. ft., 1.5 cu. ft. less than that of the Austin Seven van despite a difference in length of 1 ft. 8 in.

Of the two British \(\frac{1}{2}\)-tonners tested during this period, the one that attracts the eye most is the Bedford JOP \(\frac{1}{2}\)-ton pick-up, although the demand for this vehicle in Great Britain at least cannot be expected to be as great as that for the B.M.C. \(\frac{1}{2}\)-ton forward-control van, tested as an Austin but also available in the same form with a Morris name badge.

The Bedford pick-up is a truly outstanding British vehicle in its class, and is the closest that any British manufacturer has so far come to producing a vehicle which could compete with high-powered American pick-ups of the same nominal payload capacity. With a full load, the Bedford JOP runs at just over 2 tons and, to propel this, Vauxhall's have provided a six-cylindered petrol engine with a net output of 95 b.h.p. Thus, the JOP can reach 30 m.p.h. from a standstill in six seconds, whilst its genuine maximum speed was found to be well in excess of 80 m.p.h.

Italian Styling

In complete contrast, the latest B.M.C. \(\frac{1}{2}\)-tonner is fairly conventional in performance, capacity and appearance—although in terms of appearance it is perhaps of interest to note that the styling of the body shell was carried out by Pininfarina, perhaps the first time that this well-known Italian name has been linked with a production commercial vehicle.

This van replaces a slightly smaller forward-control vehicle which was introduced nearly 13 years ago, and in addition to being more roomy, more pleasant to handle and more attractive to look at, the overall performance shows an improvement also. As with most B.M.C. vehicles of this type the ½-tonner has sliding cab doors—a boon in city traffic—whilst some of the heartache of gear changing has been alleviated by the provision of a floormounted change-speed lever instead of the steering column devices frequently found on vehicles of this size.

Increased power compared with its forbears was the main attribute of the Volkswagen ½-ton van tested in December, current versions of this model having a 40-b.h.p. unit, mated to a redesigned gearbox with synchromesh engagement of all forward ratios. The VW van, because of its rear engine, is essentially a side-loading vehicle, despite which its robustness and promise of long life have already found a ready market in this country.

Whilst the VW's rear engine limits access to the rear of the body, the front engine and front-wheel drive of the

Table 5: Tractors and Special Types (Goods)

Make and type	Gross weight as tested	Engine and output (b.h.p.)	Rear axle ratio	Braking area (sq. in.)	Tyre size	Weather	Date
Ackinson 30-conner	2 4	Oil 187 Pet. 62 Pec. 30.5	8.25 5.125 6.66	1,543 133 99	11.00—20 6.00—16 6.40—13	Dry Dry Dry	30.12.60 29, 7.60 10, 6.60

Chart 5: Tractors and Special Types (Goods)

30.2	STANDARD AMBULANCE
22 9	AUSTIN GIPSY II
4.4	ATKINSON 30-TONNER

9.0	AUSTIN GIPSY II
13.0	STANDARD AMBULANCE
101.2	ATKINSON 30-TONNER

BRAKING FROM	30 M.P.H. IN FEET
34.5	STANDARD AMBULANCE
37.5	AUSTIN GIPSY II
93.25	ATKINSON 30-TONNER

Renault Estafette has exactly the opposite effect, the absence of a rear axle permitting a floor loading height of 14½ in., which is constant from front to rear of the payload compartment when in the laden condition.

Mechanically, the Estafette has much in common with the Dauphine private car, and whilst the engine power output of 31 b.h.p. may seem small for a 10/12-cwt. vehicle, test figures showed the performance of the Estafette to be generally quite good, whilst handling reached a particularly high standard, partly because of the low centre of gravity.

Low power-to-weight ratio is a feature of the Mercedes-Benz 1½-ton oil-engined van also, and this was reflected by somewhat sluggish acceleration figures, particularly in direct drive. Creditable features of this vehicle, however, were the cab access, driver comfort and general high standard of finish.

Outstanding of the four vehicles dealt with in section 3 is the Bedford TK 7-tonner, the first British commercial-

vehicle design really to give due prominence to the question of driver comfort. In respect of performance the Bedford TK models do not differ greatly from their forward-control predecessors, but by placing the engine beneath the cab seats, occupants of the cab do not have to struggle to reach or leave their seats, and once in the cab are relieved of the strain of excessive engine noise, besides being grandstand view of the road ahead.

The relatively unorthodox engine position has not necessitated the use of horizontal or inclined power units, and hinged side panels behind the cab doors give surprisingly good access to the engine—far better than is given with many more-conventional forward-control layouts.

Another significant road test of a British vehicle falling into this category is that of the Seddon 7-tonner, the test report on which revealed first performance figures of F. Perkins' first six-cylindered direct-injection oil engine—the Six 354. This unit marks a complete departure from previous Perkins practice in all respects, whilst from the performance angle it was shown to be quiet, lively and economical. Furthermore, its additional power output, compared with previous Perkins engines of equivalent size, leads to transmission simplification.

The Mack 8-tonner dealt with in this class was a British-built vehicle, despite what its name might suggest. The Mack tested was a normal-control machine—a rare layout for a British vehicle of this rating—and power output was supplied by a Leyland 110-b.h.p. oil engine. The chassis showed all the signs of being particularly

robust, and therefore suited for its intended duties overseas, whilst the spacious cab provided comfortable accommodation for a driver and two passengers.

Good cab design was a feature of the fourth vehicle in this category—the Mercedes-Benz LP327/44 13-ton-gross four-wheeler. The cab appointments in this vehicle reached a far higher standard than can be found in the majority of production "heavies," whilst the road performance and general handling reached a high standard also. Although subject to import duty in Great Britain, the standard specification of this vehicle includes many items which are classed as extras on equivalent British models, therefore the Mercedes-Benz's overall effective price is by no means prohibitively high.

Two Albions

Two Albion models figure in category 4: these are the Chieftain 12-ton tractive unit and the Reiver 10-ton rigid sixwheeler. The Chieftain was tested at over 18 tons gross weight, resulting in a low power-to-weight ratio which carried the attendant advantage of good fuel economy without detracting too much from acceleration and gradient performances.

The Reiver tested was the newest of this range, incorporating the then new Leyland O.400 125-b.h.p. oil engine and non-reactive bogie suspension, the layout of which materially helped to reduce rear-wheel hop when braking, particularly when unladen. Tested at over 16 tons gross weight, the new Leyland engine gave the Reiver a lively performance, with much less need than normal for trouble-some use of the indirect gear ratios.

The outstanding performer in this category was the latest A.E.C. Mammoth Major Mk. V eight-wheeler, the road performance for which was quite outstanding for a vehicle capable of carrying a 16½-ton payload. This eight-

Table 6: Passenger Vehicles

Make and type	Gross weight as tested	Engine and output (b.h.p.)	Rear axle ratio	Braking area (sq. in.)	Tyre size	Weather	Date
Guy Wulfrunian 72-seat double-decker	Tons cwt. 13 123 8 111	Oil 125 Oil 100	5.6 4.5—6.25	round	11.00—20 9.00—20 9.00—20	Dry Dry	26. 8.60 3. 6.60

Chart 6: Passenger Vehicles

FUEL CONSUMPTION IN M.P.G. THAMES COACH GUY DOUBLE DECKER 10.0 GUY DOUBLE DECKER NON-STOP TWO STOPS PER MILE FOUR STOPS PER MILE ACCELERATION 0-30 M.P.H. IN SEC 18.5 THAMES COACH GUY DOUBLE DECKER 30.0 BRAKING FROM 30 MPH. IN FEET THAMES COACH 50.5 GUY DOUBLE DECKER 68.5

THE COMMERCIAL MOTOR

wheeler has a maximum speed of 50 m.p.h. when an overdrive-top gearbox is fitted, but eight-wheel brakes can be fitted and these were shown to be powerful enough to bring

the vehicle to rest from 30 m.p.h. in 50 ft.

The Thornycroft included in this category is the Mastiff 12-ton tractive unit, fitted with 130-b.h.p. oil engine and overdrive top gearbox. Unfortunately, the vehicle tested had the lowest optional rear axle ratio, alternative ratios of up to 5.375-to-1 being available. Thus the maximum speed was only about 45 m.p.h., whilst the low ratio resulted in slightly heavier fuel consumption than would have been the case had higher gearing been fitted.

Atkinson Heavy-weight

Heaviest of all the vehicles tested in the last 12 months was the Atkinson six-wheeled tractive unit, the performance of which was obtained with a laden Dyson 30-ton semitrailer. The Atkinson was similar to 20 shipped out to South Africa last year and had a Cummins oil engine with an output of 187 b.h.p. This somewhat specialized machine had an entirely adequate overall performance and is typical of the sort of design with which British manufacturers are able to compete successfully against Continental and American products.

The latest version of the Austin Gipsy 1-ton 4 by 4 was tested last July and the tests showed this Series II version to be a decided improvement on the original model in respect of road and cross-country handling. These changes had been brought about by relatively slight modifications to the Flexitor trailing-arm rubber suspension at front and rear, and, certainly on the road, the new Gipsy

is docile and vice free.

The Standard ambulance was a Lomas conversion of the Atlas 10-12-cwt. van, and the basic design proved ideally suited for this application-particularly in respect of compactness and manœuvrability. Although having only a

relatively small engine-a larger engine has since been introduced for the Atlas Major van-the ambulance was lively enough in city traffic and economical enough to be attractive to most undertakings.

Unique Double-decker

Star turn amongst the passenger vehicles was the Guy Wulfrunian double-decker, the model tested having a derated Gardner 6LX oil engine which gives good fuel economy and entirely adequate acceleration performance. The unconventional specification of the Wulfrunian should by now be well known to most passenger-vehicle operators: undoubtedly the air suspension gives a standard of ride approached only by very expensive private cars, whilst the disc brakes were shown to give consistent retardation properties under all conditions.

The Thames coach was almost identical to the model which completed a record-breaking run between London and Moscow in 1959, and its good overall performance coupled with low price explains why many operators are turning to this class of vehicle in preference to heavier and more expensive designs-particularly when fairly frequent vehicle replacement is the adopted policy in the interests of always having relatively new vehicles throughout a fleet for

appearances sake.

A twenty-first vehicle was tested during the past year, but as the model is now out of production its specification and performance figures are not included in the appropriate chart and table. This model was the Albion A14 petrolengined 1-tonner-a design originated in 1912 and longsince out of production. This old-timer had a surprisingly modern specification for its day, but regretfully it had to be decided that it could hardly stand the pace of presentday traffic, even though, in respect of forward-visibility and engine accessibility, there is little in production today to equal it.

Novel British Petrol Engine Design

NOVEL type of rotary spark-ignition A congine has been developed by William Selwood, Ltd., Chandler's Ford. Southampton, with the help of Mr. Cecil Hughes. Provisional details of this unit have been released, and reveal it to be a 12-cylindered engine with an effective swept capacity of 700 c.c.; no details of power output have been released yet.

The engine is cylindrical in form, and the 12 cylinders gyrate on the axis of the assembly. Another axis is provided for the 12 pistons, these being mounted on a spider and so arranged that the orbital path of the cylinder axis during rotation crosses the orbital path of the piston axis, resulting in oscillation which is relative but not actual, the whole combined movement being completely free of vibration, according to the

The engine operates on the two-stroke cycle, thus there are 12 impulses per revolution. Because pairs of cylinders fire simultaneously, however, the torque characteristics are those of a 12-cylindered four-stroke engine and this simultaneous firing eliminates end thrust on the main bearings, thereby reducing frictional losses in addition to giving complete dynamic balance.



The portage limitations experienced with conventional two-stroke engines are claimed to have been overcome by using closure members which provide, in combination with the rotation of the mass, distinct portage cut-off, with correspond-

The new Selwood rotary engine has a capacity of 700 c.c., and an external dia-meter of only 104 in. There are 12 pistons, and the two-stroke cycle is employed.

ing improvement in fuel consumption characteristics. Masking of the ports is infinitely variable while the engine is running, and the degree of masking may be altered automatically according to engine speed.

It is stated that lubrication has proved no problem since the uniform disposition of the cylinders and other parts within the rotating mass receive equal quantities of lubrication. For the same reason. expansion due to temperature rise is

likely to be uniform.

The prototype engine which has already been built has a diameter of approximately 104 in., and its design is such that the capacity could be increased to 1 litre without exceeding the present overall dimensions. An engine of twice these box dimensions will have a capacity of 8 litres, whilst it is claimed that a 1-litre unit would weigh less than 60 lb. considerable weight saving occurs because there is no need for a conventional flywheel, flywheel effect being supplied by the rotating mass of the engine itself.

Planning For Profit

Dangers of Transition

Expansion of Small and Efficient Haulage Businesses
Can Bring Difficulties if Adequate Control is
Not Maintained

Insufficient knowledge of costing has undoubtedly been the cause of both the failure of many entrants into the haulage industry to achieve success, and the existence of rate-cutting, whether unintentionally or otherwise. Because of this limited experience in commercial vehicle costing, the new entrant often assumes that his immediate expenses, such as fuel, wages and possibly hire-purchase payments on his vehicles are his main if not total outgoings. With every mile run, however, substantial potential expenditure is being incurred on the three items of running costs, namely tyres, maintenance and depreciation.

As an example of the extent of this deferred expenditure, a 10-ton artic, fitted with oil-engine and averaging 1,000 miles per week, is estimated to have a total operating cost per week of £61 16s. 9d. Of this amount less than half (£29 11s. 6d.) would have to be met immediately. In addition to the three items of running costs just mentioned, the balance of £32 5s. 3d., to be met at a later stage, would include provision for the ultimate payment of vehicle licence duty, insurance and interest charges on the initial outlay.

It is unfortunate both for the operator concerned and his local competitors if adequate provision through the setting up of a sinking fund is not made to meet this large proportion of total operating costs. The period of operation, however, is normally comparatively short. A much more serious and unfortunate situation can arise through totally different circumstances. A small haulier may have operated efficiently for a number of years, largely on the basis of a personal knowledge of both his staff and customers. Then, possibly due to the introduction of new industries in the area, he decides to add substantially to his fleet. It is just at this stage that many small hauliers have run into difficulties because they can no longer control their fleet on the personal basis which has stood them in good stead so far.

In many such circumstances the basic reason for previous success, namely personal service of the proprietor, has not been fully recognized. Consequently the need for careful consideration of a suitable system of overall control, when some delegation of responsibility becomes necessary, tends to be overlooked. Even where such a need is fully appreciated, the likelihood of being able both to obtain and retain suitable personnel, to whom such responsibility could be delegated, should not be too readily assumed.

Although it must obviously be a hard decision to take, especially when the opportunity for expansion presents itself, it would be preferable to remain an efficient but moderate-sized haulier than to expand and ultimately to have to accept a lower standard of efficiency, with obvious repercussions on the goodwill of customers.

Because most small hauliers are essentially practical men there is a greater possibility of loss of efficiency, or even failure due to injudicious expansion. In such circumstances the retention of control must inevitably mean more paper work. What was formerly done by word of mouth must now be committed to paper, and, unless the forms used are properly drawn up and follow a logical sequence, delegation of duties will become practically impossible.

When an operator has decided that he can no longer rely upon memory because of the increase in the size of his fleet, a reassessment of whatever recording system is already in use becomes necessary. It should then be borne in mind at the outset, whenever a new document is being devised, who is likely to complete it. When this is done by manual or outside workers the appropriate form should be as simple as possible and on adequate type of paper.

Whilst the aim to keep paper work to a minimum is ideal, the consolidation of two or more forms may itself defeat the object of simplicity. Moreover, many such multipurpose forms may, in fact, require completion on only a comparatively small section on any one occasion. Due to the high cost of stationery, such a practice could prove unnecessarily expensive.

F OR the same reason it is wasteful to have an elaborate heading denoting the name of the company on any form used internally only, since such information must obviously be self-evident to all concerned. Multiplied over many hundreds of forms used by even a comparatively small operator during a year, the cost of additional stationery thereby required could be substantial.

For the purpose of identifying the several forms used in any recording system, and in order to facilitate the reordering of stationery, the initials of the company, followed by an appropriate reference number, is all that is required. The reference number would serve an additional purpose if, by the employment of prefix letters, it indicated the function for which it was used, thus engineering, traffic or tyre records. Such a reference number can be conveniently included in the top left corner. This would then leave the top right corner, which to most people is the more readily accessible, available for recording the information which would distinguish any one form from another of a similar group. In many cases this would be either the fleet number of the vehicle concerned or the date. possibly week or month ending, relative to the period covered by the data on the form.

As recommended in "The Commercial Motor" Tables of Operating Costs, and in this series of articles, one sheet for each vehicle is used for recording operating costs; whilst log sheets, for the purpose of keeping a statutory return of drivers' hours of work, must necessarily have some degree of standardization. Similarly, despite the wide variation which can obtain in the composition of fleets of vehicles, engineering records appertaining to such items as mileage, fuel consumption and issue of fares must also have a measure of similarity.

S UCH a situation, however, does not apply to the recording of the movement of traffic. This is because of the wide variation not only in the type of traffic, but also the fluctuation in the rate of flow and the pattern of movement generally. In this respect the ancillary user is favourably placed, because his traffic recording system can be drawn up to meet the needs of one product in many instances.

Even so, many hauliers are specialized to some extent in the range of traffic which they move, and as a result should not find it impossible to devise a suitable traffic recording system to meet their needs

Particularly when applied to road transport, the success of recording systems depends largely on the simplicity of method and the regularity with which the records are compiled. For this latter reason it should be arranged that summaries are made up at least weekly rather than monthly or quarterly. There are often many queries which can be resolved easily

when concerned with current events, but which become insoluble at a later date, despite much wasted effort.

In the largest transport organizations there is usually a clear division between traffic and engineering departments, with a corresponding segregation of records. For other operators such segregation is not a practical proposition and the basis of all their recording is often a composite vehicle record sheet. Whether or not such a sheet covers the operation of a day or a week will depend upon the type of work undertaken by individual operators. Where long-distance journeys are undertaken, involving overnight stops, a weekly sheet would prove more practical.

THE actual span of the week may be determined by the standard working week of the company concerned when the vehicles are operated under C licence. Where no such requirement has to be met long-distance hauliers may find it convenient to arrange for their weekly vehicle sheets to commence on a Saturday and terminate the following Friday. This practice would reduce to a minimum the necessity to transfer information regarding loads still remaining on the vehicles from one sheet to another, which is both time-wasting and liable to introduce errors.

When vehicles are engaged on daily work it is usually possible to extend the statutory log sheet to include whatever additional information is required. In addition to particulars of the journey and goods carried, details of mileage run and fuel consumed could also be recorded.

When a weekly vehicle sheet is more appropriate to the work done the following layout is suggested. As previously recommended the reference number of the form should appear in the top left corner, with the fleet number of the vehicle and the appropriate date forming the rest of the heading. Particularly when the driver is away from the home depot one or more nights will it be convenient to combine initially the record of the vehicle with the driver's time sheet. By so doing duplication of details justifying the hours worked could be avoided, since these would be apparent from the record of the vehicle.

Neverthless, for the convenience of the wages department, it would be advisable to arrange for the whole of the data relevant to drivers' hours to be confined to the right side of the sheet so that it can be readily detached after suitable checking. If this were done it would then be necessary to include a separate heading over this section, showing the date, driver's name and possibly his check number.

The main section of the form on which a record of the vehicle is kept would be subdivided under the two headings "Journey" and "Fuel," with seven horizontal divisions for each day of the week. The first sub-section under the heading "Journey" should be vertically divided into six. In the first two columns would be entered the starting and finishing points. The third column would be the largest, in which details of collections and deliveries would be made. If it was the practice

of the operator concerned to issue his own consignment notes, he might find it useful to introduce a further subdivision to allow for the inclusion of the serial number of such notes.

In this particular example there then follow two columns in which the tonnage delivered can be analysed and subsequently totalled. It will be appreciated, however, that there can be many variations in this section of the form to suit the traffic peculiarities of individual operators. It may also be necessary to increase the number of columns to facilitate the analysis of a wider range of traffics.

WHEN a large volume of traffic is moved by an ancillary fleet it is invariably found more convenient to charge the several departments of the parent organization on the basis of a proportion of the total operating costs, rather than by the combination of a mileage or tonnage charge for individual journeys.

Whether or not the traffic carried is measured on a tonnage basis, it is important to determine at the outset that the total of traffic moved should be the amount collected, or alternatively delivered. Otherwise duplication of the total tonnage carried during the week can arise, and especially if it is necessary to transfer a particular load from one weekly sheet to another.

The majority of hauliers will probably find that as the delivery of a load indicates completion of a particular job, its more natural to record the tonnage when delivered rather than when collected, assuming this takes place on different days. The daily mileage is then entered in the next column.

STILL assuming that the vehicle concerned is employed on long-distance work, it will be useful to subdivide the section headed "Fuel" into four columns. The first column permits the entry of the gallonage of fuel put into the tank of the vehicle, rather than any estimate of fuel consumed, which would always be liable to error apart from deliberate abuse. Similarly the amount of lubricating oil issued is entered alongside. In the third and fourth columns provision is made to enter details of issues of fuel from sources other than the home depot. These would include other depots of the same or associated organizations or, alternatively, outside agencies. In either event the name of the suppliers together with the appropriate advice or invoice number are entered, so facilitating the checking of such advice notes for subsequent payment.

At the foot of the sheet the mileometer readings at the start and end of the week are recorded and the difference checked with the total of daily mileages. The amount of tonnage, fuel and lubricating oil is also totalled for the week. Appropriate to the requirements of individual wages departments, a weekly summary of total hours worked by drivers can also be made showing, for example, the allocation as between payment at standard rate, at time and a quarter, time and a half or double time.

S.B.

A young sapper drives his Land-Rover across two steel wires suspended in the air, at Fort Tregantle, near Plymouth, Devon, during an Army exercise recently. The Land-Rover, weight 3,600 lb., was driven on its specially designed wheels on the wires for a distance of 110 ft. The technique was devised by the Royal Australian Electrical and Mechanical Engineers.



New Equipment and Publications

Versatile Loader

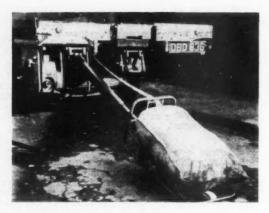
SACK-LOADING equipment developed primarily for fitting to goods vehicles, but suitable for use independently, is to be produced by H. C. Pope, Ltd., 8 Elm Street, Northampton.

The loader is called the Hipope Mule, and consists of the hydraulic loader already made by the concern coupled to a Villiers 24 h.p. four-stroke engine. Both the hydraulic operating ram and the engine are mounted in a frame which fits in slides located normally at the rear of the vehicle.

Because it is a self-contained unit there is no need for the vehicle to which the equipment is fitted to be equipped with

a power-take-off. Other advantages are that the unit can be transferred readily from one vehicle to another, and that it can be used as a stationary unit at such places as loading banks, if required,

Complete with a singlearm sack cradle and beam, a set of mounting slides and all necessary fittings, the Hipope Mule costs £150. Additional sets of slides can be purchased at £10 per set.

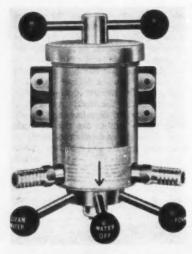


The Hipope Mule sack-loader shown in use. Power is provided by the Villiers 2½ h.p. engine which can be seen next to the operating linkage.

Maintenance Tools

IN the 1961 edition of their catalogue, J. W. Pickavent, Apkoway Works, Bow Street, Birmingham, I, list their range of service tools for the motor trade.

Clear illustrations of the tools are given in the 28-page catalogue together with full specifications describing hydraulic pullers and extractors, valve service tools, body repair equipment, clutch tools, hub pullers and general service tools.



The Flexyfoam wall-mounted detergent dispenser.

Detergent Dispenser

A WALL dispenser for use in conjunction with Flexyfoam detergent blocks has been introduced by Flexy Distributing Co., Ltd., Brook Mill, Glossop, Derbyshire.

The dispenser, which is connected to any cold water supply, provides automatically the correct strength of solution and eliminates the need to measure liquids or powders. In addition, alteration of the position of the lever on the unit gives cleansing foam or rinsing water.

It is said that the equipment is designed for use primarily with Flexy brushes and will operate continuously without re-charging for approximately 16 hours.

First-aid Kits

SMALL crash kits have been designed and produced by Reed Cartons, Ltd., for passenger vehicles in the Reed Paper Group fleet. The package is more than a conventional first-aid outfit, as Reed medical experts consider that smaller aids are quickly used up with minor cuts, leaving nothing for the real emergency when it occurs.

The kit includes two medium-size lint dressings, one large wound dressing and a triangular bandage, which can be used for fixing as an improvised splint, or as a sling. The pack can be speedily opened in an emergency by gripping a tab and ripping along a line of perforations along the top.

Fillet Rolling Tool

A NEW procedure for the fillet rolling of crankshafts is incorporated in a tool designed by V. L. Churchill and Co., Ltd., Great South West Road, Bedfont, Feltham, Middlesex. The tool is now undergoing final development with F. Perkins, Ltd.

In use, the material at the fillet radius of the crankshaft is compressed into the journal and its side faces and this is achieved by a rolling action.

The tool comprises three body links, two of which are locked together, the

remaining link being pivoted to allow assembly on the journal.

After placing round the crankshaft journal, the tool is held in place by the side bolts engaged on two or three threads and the yokes adjusted to allow a depth of ½ in. between the link members. The side bolt is then tightened to a torque figure of 40 in. lb.

thus clamping the rollers on to the journal and pressing them into the side of the journal face.

The tool is revolved five or six times, the bolt tightened to 70 in. lb. and again revolved. Finally the torque figure is raised to 100 in. lb. and the tool revolved.

New Type Polishing Cream

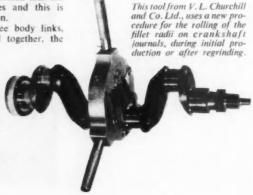
A NEW type of vehicle polishing cream, known as Holiday, which washes, cleans and polishes in one operation has recently been put on the market by S. C. Johnson and Son, Ltd.—makers of Johnson's Wax products.

With Holiday, no prior washing is required. A little is squeezed on to a damp sponge and applied directly to the dirty vehicle. When the cream has dried to a haze it is wiped off with a soft cloth and a mirror-like shine results. The cost of each bottle is 6s. net.

Flooring Brochure

A NEW publication from Alcan Industries, Ltd., Banbury, Oxfordshire, describes Noral Treadplate, the aluminium alloy flooring material with a pattern of raised lozenges which is made by the concern.

Full technical data is given to enable the most suitable size and grade to be selected for any particular application.



Taking—and Passing— Transport Examinations

Some Practical, Common-sense Advice for Those Now or in The Future Attempting to Gain Transport Industry Qualifications

URING the course of the next few days, some 2,000 employees of transport undertakings in many parts of the world will be sitting either for the examinations of the Institute of Transport, or for the Royal Society of Arts examinations in road transport subjects. It is the aim of this article to offer these candidates some practical and common-sense advice which they can take with them into the examination room—and which, if followed, could well make just that difference between an honours pass and an ordinary pass, or between a border-line pass and a narrow failure.

Although no amount of "examination strategy" can make up for a lack of knowledge of the subject to be taken, attention to a few simple rules in the approach to an examination and in attempting the papers is certainly worth vital marks to a candidate. It is for this reason that it is so important to take into account, as part of the final revision, all those little factors which may stand between the candidate's knowledge of the subject and the answers he writes down

Overcoming Tension

Right at the outset, a candidate's ability to overcome the tension of the occasion is essential if he is to do justice to the efforts which he has made in preparing himself for the examination. Even if no promotion or monetary awards are at stake to make the occasion an even more formidable one, there may yet be the memory of the late journey home from evening classes, or the cost of tuition, or of work carried out under difficult circumstances at These and many other factors will often give rise to anxiety and nervous strain, yet it must be remembered that ability to overcome this ordeal is an essential part of an examination. The person who fails because the occasion is too much for him cannot rate highly his chances of succeeding in the more exacting tasks which a senior appointment would bring.

Before turning to the problems to be faced inside the examination room, a warning must be given not to overdo the final revision. The majority of candidates will, of course, want to work fairly steadily right up to the last minute, but the work of the final few days prior to the examination should be restricted to reading through notes and re-reading written work. Certainly no attempt should be made, at this stage, to absorb any new knowledge.

by A Special Correspondent

Above all, candidates should remember that taking an examination is an exhausting process and that if they can start the papers with a fresh, clear mind, they will avoid the feeling of indifference which has been known to overtake candidates during the last hour of an examination—often with disastrous consequences.

Best Application

Just as the best equipped and most courageous army is unlikely to succeed unless its efforts are well directed to the appropriate task, so the examination candidate, however knowledgeable and confident, will find himself unable to measure up to the occasion unless his skill and ability are applied to the best possible advantage.

The immediate problem in the examination room is to deal sensibly with the question paper, and here is essentially a time to keep cool. Candidates would do well to avoid upsetting their composure by a hasty scanning of the paper. It is much wiser deliberately to sit back and to read through the paper slowly and carefully.

Particular note must be taken of the instructions on the top of the paper about the number of questions to be answered. It by no means follows, because "six questions to be attempted" has been the requirement in previous years, that the same will apply in this instance. Looking through some of the Institute of Transport papers over the years, changes in the instructions can certainly be noticed—although admittedly these are not frequent.

Read More Carefully

Nevertheless, to take an example, in one paper candidates were asked to answer all the 10 questions set, against a requirement of six out of 10 questions in the previous year. However, whatever the examination, the first step to success can be taken during the initial reading of the paper, and candidates would do well to keep firmly in mind that, year after year, in the reports of the examining bodies, there is a strong plea that the questions should be read more carefully and more accurately.

Whilst reading slowly through the questions, some candidates may like to tick off those which they feel they will probably attempt. Others may prefer to select just one question at a time. The choice of method here is individual.

It is vital that candidates should be quite certain they have read the question correctly, and they might well find it worth while to read it not just once but two or three times, weighing each word carefully. Then, in the full understanding of what the question is about and the kind of answer that is called for, the writing can begin—possibly a good five or more minutes after the start of the examination.

The candidate will now be considering two further points—the time factor and the content of his answer. After allowing for five or more minutes to read the paper through at the start, and 10 minutes at the end of the examination to study what has been written, the remainder of the time can be allocated appropriately. Certainly, no candidate should fail to cattempt the full number of questions asked for, as an answer of even a few words might earn just those vital extra marks which could tip the scales in his favour.

Keep to the Subject

It hardly needs to be said that time must not be spent in writing about something for which the examiner has not asked, as this will certainly earn no extra marks and may well incur the examiner's displeasure and the loss of the odd mark or two sometimes allocated for presentation and neatness.

Candidates may sometimes find that the time allowed is insufficient to enable them to set down all they know about the question asked. Their task must then be to select the most relevant, pertinent and cogent points, to assemble them in logical order, to preface them by a good opening paragraph and to terminate them by a brief and careful summing up.

Certainly, some well-chosen appropriate remarks at the beginning of an answer will impress the examiner and favourably dispose him towards what is to follow.

Any spare minutes can be spent most profitably in dealing fully with a least satisfactory answer, or, if that is not possible, in simply writing more clearly and in reading through more slowly all that has been written.

In their answers, candidates might well avoid facetious or controversial comments. They should remember that the examiner will probably be working under pressure to complete the marking, and that a candidate's humour at the time of the examination may not appear quite so apt to an examiner some weeks later in the small hours of the morning. Additionally, candidates should realize

that examiners may well have their own prejudices, and it is therefore probably prudent not to be dogmatic about controversial matters, however much they might feel inclined to let themselves go. It is wiser to stick simply to the arguments for and against the question under consideration.

Order of Importance

If the question seems merely to call for a list of points, these should be assembled in order of importance with an appropriate introduction and conclusion

An apt quotation will, of course, always add value to an answer but, except in the law subjects, it is doubtful whether a candidate would be wise to try to memorize more than a small number of definitions. In dealing with the law papers, candidates should bear in mind that it is of little or no value to cite a case without being able to show clearly its relevance to the answer. Certainly, no marks would be lost by a candidate who knows the appropriate case but cannot recall its name; and it is therefore much better to keep in mind the fact of law rather than a series of cases or Sections of an Act.

In essence, the candidate should aim to be brief and yet complete; stimulating and yet moderate in tone; critical and yet

non-controversial.

Matters of handwriting, neatness, spelling and punctuation—all figure prominently in the comments made by examiners, although their importance must, of course, be kept in perspective. Except in the subject of English language, it seems unlikely that examiners would place any great emphasis on them in

marking. But it cannot be too highly stressed that an examiner cannot mark what he cannot read, and cases are even known where an examiner has returned, unmarked, to an examining body, a script with the single word "unreadable" written at the top.

A well-written, neat, correctly punctuated piece of work is bound to impress an examiner and may in fact cause an unduly favourable eye to be cast on 'that particular candidate's answers. On the other hand, the candidate who, for example, cannot even spell correctly words printed in the question paper (another frequent criticism in examiners' reports) is not likely to be regarded as a person suitable to secure the particular qualification being attempted.

The final task is to read over what has been written. No matter how carefully the answers have been dealt with, slips can so easily arise under the pressure of the occasion. The inadvertent omission of the word "not" is likely to be vital, but other less vital errors may leave the examiner with an overall impression of a slip-shod and untidy mind.

Not Funny for Candidate

One or two examples of such carelessness which have actually occurred in candidates' scripts and which, incidentally, have a humorous twist, are selected from various examinations' reports. One candidate, describing the equipment carried by motor vehicles, referred to the necessity of having a wench in the back of every lorry! Another wrote "English women want to look attractive like American women by wearing nothing but nylon stockings," and a third wrote "from

1920 to 1930 motor-buses went forward by leaps and bounds."

Candidates are strongly advised to keep abreast of current developments in the industry by reading the technical transport journals. Transport is a dynamic industry, constantly changing, continually improving, and no textbook and no correspondence course can be sufficiently up to date to reflect all the many problems with which the industry is faced and which it continues to surmount. Over the past few months for instance, we have witnessed the White Paper on Transport, the Merchandise licensing case, and the report of the Jack Committee on the Rural Bus, any one of which might well be seized upon by an examiner to form the basis of a question.

Always Hope

In conclusion, candidates, having done their best in difficult circumstances, have then the added worry of a lengthy wait for results. The fact must be accepted that little comfort can be derived from the statistics published by the examining bodies. For example, in the Graduateship Examination of the Institute of Transport, some 60 per cent. of candidates are unsuccessful, and in one or two subjects of the Royal Society of Arts examinations in Road Transport subjects, the picture is not much brighter. In such circumstances, it might be wise to hope for the best but prepare for the worst. There are, however, certainly worse things in life than failing an examination, and although "hope deferred maketh the heart sick," there is nearly always the consolation that one might be able to turn failure into triumph on some future occasion.

Letters to the Editor

Recorders and Radio-Control

WE have read with considerable interest the article by Mr. Kenneth Bowden, entitled, "Radio Raises Tipper

Fleet Efficiency," in the issue of April 21.

In the article, Mr. Bowden draws attention to recorders, and says Streeter's find the radio system a wonderful replacement for them. Whilst agreeing that the two-way radio system is excellent, and possesses many advantages, we feel it can hardly be compared to forms of recorders. The significance is the name "Recorders"; producing records which are permanent and available at any time after the event for reference purposes, analysis and costing as desired. No effort is involved, since the recorders operate automatically both when vehicles run and when they are standing.

There is a tremendous difference in cost. Equipping this particular fleet involved an initial outlay of about £3,000 and thereafter a weekly operating cost of £1 10s, per vehicle. A fleet of this size can be fitted with recorders the

initial cost of which is under £400 and the weekly cost something less than £1 5s. for the complete fleet.

As operators do use both methods simultaneously, each carrying out its own function, it is clearly indicated that these two types of equipment are complementary one to another and in no way parallel.

Gloucester.

A. H. BEATTIE, Sales Manager, Servis Recorders, Ltd.

MRS. E. NASH.

Illegal Operation

London, S.E.10.

READ in the April 21 edition of *The Commercial Motor* that Pickfords, a State-owned company, had operated a Scottish-based vehicle for four months illegally, and yet were subsequently granted an A licence for it.

My two sons started a haulage business, and applied for two A licences. They were able to get work for the two new lorries they had, but the Licensing Authority, B.R.S. and British Railways ruined the business endeavour. My sons paid £2,000 on the lorries, and lost them, and had to

sell their car, motorcycle and ropes, sheets and tackle to pay the heavy fines inflicted subsequently by the authorities. Then I read about Pickfords . . . !

F12

Expansion Trends in Haulage

Two Big Switch Bids

THERE are two major applications this week to switch vehicles from contract-A and C licence to public-A licence. Jones Transport Services (Liverpool), Ltd., seek a new A licence for 30 contract vehicles (1391t) and Slaters Transport, Ltd., in Yorkshire, a new A licence for 20 vehicles (11211) at present on the C licence of an associated company.

In the Western traffic area, Contract Hire (Bath), Ltd., apply to take over the A and B licences of Edwards Transport (Frome), Ltd., and other important applications include an A variation by Silver Roadways, Ltd., to add 17 sugar tankers; one by Cawthorn and Sinclair, Ltd., Birtley, for five additional vehicles and another switch application by Granary Haulage, Ltd., Burton-upon-Trent for five vehicles from contract to A licence.

SCOTTISH (SOUTH)

Decisions

SS 4/2/6.—T. and S. Transport, Ed nburgh, new lie, I veh., granted. SS 10/12/10.—William Ballantyne, Blackbarn. cw B lie, I veh., refused.

NORTHERN

Applications

Applications

N 18/4/1.—R. W. Bies, Newcastle unon Tyric, new A lic. 2 veh (71 6c) chemicals, foodstuffs, timber, machinery, steel, household effects and building mats.: mainly Midlands, London and Southern counties, Yorkshire, Durham, Northumberland, Lancachire, occasionally Glasgow and Edinburgh. Change of base and normal user.

N 18/4/2.—T. Ellioft, Crawcrook, new A lic. 3 T. (11c 17c) mainly road and building mats, new and second-hand furniture, coal. agric, produce and requisites within 200 miles. Change of normal user.

N 18/4/3.—Carathorn and Sinefale, Ltd. Birdey.

requisites within 200 miles. Change of normal user. N 18/4/3.—Cawthorn and Sinclair, Lide, Birtley, A. var. add 5 veh. (36/4/2) delete I veh. (3t 14c), susap. chemicals, cement. steel. glass, machinery, building mats. foodstuffs, scrap metals, bulk liquid, oils, fruit, vegetables, paper, minerals, tractors and scrapers; Newcastle, London, Glasgow, Midlands, South Wales, Edinburgh, Aberdeen, North Wales and as requested. as requested

N 18.44.—J. Alderson. Crook, A var. add 1 T. (6t) mainly road and building mats., livestock, aeric, produce and requisites, furniture, timber, foodsuffs and coal for N.C.B.; mainly Tyneside, Tees-side and Wearside.

N 18/4/5 — A. W. Ells and Co. (Transport), Ltd., Newcastle upon Tyne, A var. add 2 veh. (9t) goods for Commercial Plastics, Ltd.; 80 per cent. London. 70 per cent. Manchester.

20 per cent. Manchester. N 18/4/6.—R. Rankin and Sons, Ltd., Newcastle upon Tyne, A var, add 1 art. (9%) trailer 40 ft., foodstuffs, aeric, produce and requisites, coal, coke, oils, petroleum products, road and building mats, chemicals, machinery and engineering and shipping

enemicans, machinery and engineering and shipping supplies, stores, steel, rubber; mainly Northern, Yorkshire, and North Western traffic areas, Southern Scotland and Midlands.

N 18/4/7.—Davisous Transport, Ltd., Bishon Auckland, add 2 aris, (12t) and 1 van (3t) local collection and delivery of goods covered by existing licences and shunting of trunk vehicles within 35 miles.

Decisions

N 28-2/5.—Freeman, Volkers and Stuart, Ltd., isckton, A var. add I veh., granted.
N 28/2/2.—W. Carruthers, Carlisle, A var. add I anted.

N 21/2/3.-D. Smith, Bishop Auckland, new B

N 21/2/3.—D. Smith, Bishop Auckiand, new plic, I veh, granted.
N 10/1/1.—J. G. Johnson and Sons, Durham, A var. add 1 veh., granted.
N 28/2/2.—W. Carrethers, Carlisle. A var. add 1 veh., withdrawn.
N 28/2/6.—S. N. Snowden, Carlisle. new B lic, 3 vehs., refused,
N 7/3/3.—W. and R. Milburn, Gateshead, A var. add 2 T., granted.

7. granted. /3/2. Siddle C. Cook Ltd., Consett, A var.

NORTH WESTERN

Applications

Applications

NW 21/4/1.—W. Pointon, Sandbach, new A lic., 3 veh. (10½) salt, salt products, chemicals, foodsalt, salt products, chemicals, foodcheshire, Midlands, occasional Bristol and Cardiff. Alternative new B lic., 3 veh. (10½) salt, salt products, chemicals, foodstuffs and packing mats, within 100 miles and twice a month to Bristol or Cardiff for Cerebos, Ltd. Now on contract-A lic.

NW 21/4/2.—Jones Transport Services (Liverpool), Ltd., 30 veh. (139½) (includes 16 arts. (451)); and 16 art. trls. (40t) g.g., G.B. Now on contract-A lic.

NW 21/4/3, -Walker Bros. (Heysham), Ltd., A

NW 21/4/3.—Walker Bros. (Heysham). Ltd., A var. add 1 T. (8½) now on contract-A lic. NW 21/4/4.—J. W. Jackson, Nelson, A var. add 1 veh. (3½) now on contract-A lic. NW 21/4/5.—B.R.S. (Pickfords), Ltd., Urmston, A var. add 2 tankers (18½).

NW 21/4/5.—B.R.S. (Pickfords), Ltd., Urmston, Ltd., add 2 arts, (16½) mainly soap products and detergents, shell castings machinery, chemicals, cased goods, fruit and vesetables; mainly London, South Wales, Bristol and Scotland.

NW 21/4.7.—W. H. Kaye, Wrexham, new B lie, art. (6½t) civil engineering plant and equipment republic works contractors, local authorities and ailders in Flintshire, Denbighshire, Merioneth and

Decisions

NW 25/11/10,-T. Cox, Stockport, new A lic. 3

YORKSHIRE

Applications

Y 26/4/1.—J. H. Tomlinson (Transport), Ltd., Leeds, new A lic. 2 veh (7t). To be used for maintenance purposes only.

maintenance purposes only.

Y 26.42.—W. F. Wight, Ltd., Leeds, new A te. 1 veh. (50). To be used for maintenance purposes for authorized A and B vehs.

Y 26.4(3.—Slater's Transport, Ltd., Thornton Dale, new A lie. 20 veh. (112%), ground burnt lime, stone, coal, coke, sand and gravel as required for Slater and Co. (Limestone), Ltd. Now on

Y 26/4/4.—James Shepherd (Hebden Bridge), Ltd., A var. add 2 vch. (8t).

Decisions

Y 1/2/5.—Nicholas Smith's Garages, Ltd., Skip-in, new A lie. 1 tanker, granted.

Y 1/2/8.—Hirst Bros. Transport, Ltd., Holmfirth, var. add 1 maintenance veh., refused. 1/2/17 .- G. Wilkinson, Leyburn, B var. add

Y 1.2/15.—J. Miller and Partners, Ltd., Lceds, new B lic. 6 veh., granted.

Y 1/2/7.—L. Wilson, Sheffield, A var. add 1

granted 4/1/2.-J. F. Stubbs, Rotherham, new A fic.

Y 1/2/6.-Magnet Transport, Sheffield, new A lic

WEST MIDLAND

Applications

WM 20/4/1.—Granary Haubue, Ltd., Burton-upon-Trent, new A lie, 5 veh. (20%) mainly food-stuffs, fertilizers, enuncering estimment, building mats, for English Grains Co., Ltd., and its associ-ates; G.B. Now on contract-A lie. WM 20/4/2.—R. L. Davis, Uttoxeter, new A lie.

veh. (40 general haulage, mainly steel and con-cete products, agric, produce and requisites; North ngland, Lancashire, Yorkshire, South Wales and tome Counties. Change of base from East

Midlands, WM 20/4 3.—H. Singh, Wolverhampton, new A lic. 1 veh. (3½) foodstuffs, drapery and clothina: London, Liverpool, Leicester and Glasgow to Wolverhampton and Birmingham.

WM 20 4/4.—L. A. Allman, Walsall, new B lic. T (4½) coal, coke, smokeless fuel within 75 WM 20 4/5.—J. G. Hall, Wedn sbury, new B

vch. (154) caravans, boats, G.B. WM 20/4/6.—Storage and Haulage, Ltd., Yardley, B var, add 3 vans (1114) goods stored by licence for distribution within 40 miles.

CONTRACTIONS: add, additional; agric., agricultural: act., articulated unit; c, cwt.; g.e., general goods; G.B., Great Britain; ind., indivisible; lic., licence; low-ldr, low-loader; mats., materials; N.U., normal user; S.T., special type; t, tons; T., tipper; trl., trailer; var., variation; wh., wheels.

Decisions

WM 2/2/2.-A. J. Woolley, Shifnal, A var. add

vch., granted. WM 23/2/11. - Furness and Parker, Ltd.,

WM 25/2/11. — Furness and Parker, Lati., Coventry, B var., granted. WM 23/3/10.—Canley Car Deliveries, Ltd., Kenilworth. B var., refused. WM 23/3/9.—Reve's Transport, Ltd., Acock's Green, B var. add 1 veb., granted. WM 9/2/5.—T. Spiers, Warwick, new B lic. 1 veb., granted. WM 23/2/7.—S. T. W. Priest. Stourbridge, B lic. web from contract-A lic., granted.

wh. from contract-A lic., granted.

WM 23/2/13.—E. T. Costin, Willenhall, B var.

d I veh., granted.

EAST MIDLAND

Decisions

EM 16/11/2.—R. Conboy and Sons, Wrawby, new A lic., withdrawn, new B lic., refused.
EM 30/11/8.—Ernest F. Kime and Son, Ltd., Old Leake, A var. add 1 vch., granted.

WESTERN

Applications

Applications

W 25/4/1.—Contract Hire (Bath), Lid., Fromc.
new A lic. 5 veh. (18t 4c) g.g. mainly road and
building mats. foodstuffs timber, steel, preservatives, machinery, metals, plastics agric goods and
requisites and goods for Gelatine Industry, normalls
within 200 miles and to Southern Scotland; new
B lic. I veh. (2t 7c) agric, produce and requisites
and stone within 40 miles; other goods within 20
miles. Take over of business of Edwards Transport
(Frome), Ltd.

(Frome), Ltd.

W 25/4/2.—Avonmouth Transport Contractors, Ltd., A var. add 2 T. (7t. 7c) mainly acieds for Avonmouth Plant and Construction Co., Ltd., and subsidiary and associated companies, as required: agric, requisites, road and building mats, within 35 miles and within 120 miles for a customer of Avonmouth Plant and Construction Co., Ltd., under contract for hire, purchase or sale of agric. or civil engineering plant and equipment.

W 25/4/3.—The Western Express Hauluge Co., Ltd., Penwithick, A var. add 2 T. (18) g.g., G.B.; mainly England and Wales.

W 25/4/4.—Unillever, Ltd., Exter, new B lic.

mainly England and Wales.

W 25/4/4.—Unilever, Ltd., Exter, new B lic.
2 vans (6t 16c) distribution of consumer goods from
S.P.D. Warehouse, Exeter, and goods returned to
warehouse, within 50 miles.
W 25/4/5.—Hyde Sand and Gravel Co., Ltd.,
Wareham, B var. add 12 veb. (501) Gagitators)
ready mixed concrete within 50 miles. Now on
C licence.

W 25/4/6.—W. Jackson and Sons, Gloucester, B var, add 1 art, (4t 2c) g.g., within 50 miles.

METROPOLITAN

Applications

M 20/4/1.—W. W. Drinkwater (Willesden), Ltd., new A lic, 1 art. (1215t) excavators, tractors, bull-dozers, heavy plant and machinery; England and

Vales. M 20/4/2.—Silver Roadways, Ltd., S.E.16. A ar. 17 tankers (152½) sugar and sugar products in utik: England and Wales.
M 20/4/3.—Smiths (Acton), Ltd., A var. add 2 ch. (51 16c) mainly guns and ammunition, London and Home Counties.
M 20/4/4.—Religate Warehouses, Ltd., new B (c. 3 vch. (91 4c) own warehoused goods: Surrey, usseex, Kent and London, M 20/4/5.—W. F. Sherram (1953), Ltd., Man. M 20/4/5.—W. F. Sherram (1953), Ltd., Man. M 20/4/5.—W. F. Sherram (1953), Ltd., Man.

Sussex, Kent and London.

M 20/4/5.—W. F. Sherram (1953), Ltd., Manchester, base E.17; new B lic, 1 veh. (2t) collection and delivery for runk vehicles within 25 miles.

M 20/4/6.—Supreme Waste Paper Co., Ltd., Willesden, new B lic, 2 arts, 51 14c) 4 vehs, (11½) 2 tris, (51) waste paper, boiles, textiles, ferrous and non-ferrous metals; England and Wales.

Decisions

M 11/1/7.—Crow's Transport, Ltd., N.7. new B c. 1 veh., granted with 20-mile radius and to

M 16/3/8.—H.B.H. Storage, S.E.22. new B lie. veh., granted.

M 16/2/5.-G. H. Bloore, Ltd., Mill Hill, new B M 30/11/10.-T. W. Howard, Ltd., Iver, R. var id 10 vehs., refused

Cement in Bulk for New Zealand

British Concern Wins Orders in Face of World Competition

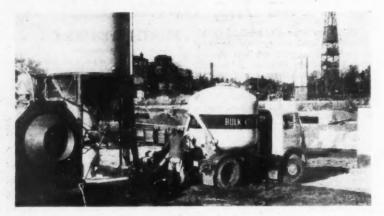
BRITISH concern specializing in A pressurized bulk delivery of cement to building sites, and in storage apparatus for bulk cement, has entered the New Zealand market in face of world competition.

Interest in pressurized delivery of cement in New Zealand was aroused by Portasilo, Ltd.'s agents and led to the State Railway, investigating systems employed in various countries.

After tests by New Zealand engineers. the seven-year-old York company of Portasilo, Ltd., has been given an extensive contract. Orders have been placed for its system of haulage tanks and portable silos and weighing equipment from the State Railway, leading cement companies, and the building industry of New Zealand. The complete scheme provides for tanks for both rail and road, and siles for the storage and handling of cement on sites.

Flexibility of the system is one of its main advantages, as it does not entail the provision of special rail wagons, and can be used by road, rail or water transport. Portasilo's New Zealand rail tanks carry their own compressor units and can be transported on a normal railway wagon and rapidly transferred to a road vehicle. The road tanks, which can be mounted on a wide range of chassis, take power for compressor units from an engine

The tanks are made to carry seven, eight or nine tons of bulk cement and are



Portasilo equipment at work on a building site. Pumped from the tank into the silo, cement is automatically weighed and delivered into the mixer.

so constructed that they can be mounted either singly or in multiple units. Orders for 86 rail and road tanks for New Zealand are now in hand, and arrangements have been made for manufacture under licence in New Zealand together with the production of silos for storing the cement.

The development of the Portasilo range of equipment is, of course, based on the fact that when a powder such as cement is mixed with compressed air, the powder takes on the properties of a fluid, and can then flow along pipes and can be controlled by the adjustment of air

Except for a few large building and civil engineering sites, all cement in Great Britain was transported and stored in bags until 1953, when the first Portasilo was put into production. In seven years the delivery and storage of cement in Britain has been revolutionized. Standard Portasilos are now made in capacities of 11, 15 and 30 tons and are familiar on construction sites throughout Britain. Silos have also been developed for handling bulk salt, flour, lime and whiting powder.

The New Zealand application involves the mounting on a suitable flat rail wagon of four steel Portasilo units, each of 1881 cu. ft. capacity, with a compressor unit mounted centrally. The compressor consists of a Wellworthy Ricardo positive displacement compressor driven by a Ford industrial petrol engine. arrangement enables the cement to be discharged into silos and into road tankers

Giant Australian Transporter

NTENDED for the bulk movement of very heavy industrial machinery and electrical equipment, Australia's largest road transporter has completed trials and

is now in service.

The transporter was built in Sydney for Brambles Industries, Ltd., by Freighters, Ltd., at a cost of about £50,000. It comprises a low-loader trailer, 112-ft. long by 12-ft. wide, with Mack oil-engined tractors at front and rear. The tractors have radio-telephone installations to enable the drivers to synchronize control. A third operator negotiates the rear 16wheeled dolly assembly round sharp

Power for assisting the steering of the dolly is supplied by an air-cooled oil engine mounted on the trailer structure. This engine also provides air to boost the hydraulic braking system on each of the 32 sets of dual wheels supporting the

Although the tare weight of the total unit is 60 tons, this is so evenly distributed that the weight on each individual tyre is less than 15 cwt.

An interesting feature of the trailer is that it is designed on the "Meccano" principle and can be dismantled from around any load after the equipment has been taken to its position on the site. Apart from obviating the need for heavy off-loading tackle, this principle enables the trailer to be assembled in varying ways to suit different load requirements.

£1,400,000 MALAYAN TYRE PROJECT FOR DUNLOP

GREEMENT has been reached with A GREEMENT has been reached the Government of the Federation of Malaya for the Dunlop Rubber Co., Ltd., to establish a tyre factory on a site already acquired at Petaling Jaya, Malaya. is expected to be complete in about 18 months' time.

There will be a substantial Malayan financial interest in this new company. The proposed ordinary share capital will 12m. Straits dollars (£1,400,000).

Dunlop already have a substantial stake in Malaya in the form of rubber plantations and a successful Dunlopillo factory.

MORE INDIAN LORRIES

TATA Engineering and Locomotive Co.. Ltd., the Indian company which accounts for 45 per cent, of the total Indian goods vehicle production, with a monthly output of 1,000 Mercedes 5-tonners under licence from Daimler-Benz AG, has received Government permission to double its production and to build a new works in Jamshedpore.

Another Indian vehicle manufacturer. Tempo Bajaj Private, Ltd., announces plans to triple its annual output of threewheeler delivery vehicles to the new level of 3,000 units.

France: French goods vehicle production continues to climb. Figures issued for January show a total output of 21,219 units, as against 20,824 units for December last and 18,899 units for January of last year.

AN EXPORT MESSAGE

To "The Commercial Motor"

From The Hon. F. J. Erroll, M.P., Minister of State, Board of Trade





The publication of your annual export number gives me a welcome opportunity to congratulate an important branch of the motor vehicle industry on its recent performance. Over the past two years production and exports have increased to record levels.

Commercial vehicles have to meet the widely differing needs of developed and under-developed countries. Demand is widespread and prospects are encouraging. But the steady growth of competition in the overseas markets emphasizes the importance of such factors as price, delivery, reliability and the quality of servicing.

Britain is Europe's largest producer and exporter of commercial road transport, with a wide range of production, a known capacity for meeting specialized requirements, and a reputation for technical efficiency and sound workmanship. The United Kingdom industry is, therefore, well equipped to meet any challenge.

I know "The Commercial Motor" serves the industry well, and I wish the journal continued success.

fl. Enol.

SPARES AND SERVICE IN



by P. A. C. Brockington, A.M.I.Mech.E.



(Left) Apart from evaluating the performance and wearing properties of the chassis, thorough tests of a prototype vehicle in a variety of overseas conditions is particula y important with regard to servicing requirements. This Bedford TK prototype was photographed ascending a steep slope in the Sierra Nevada mountains. (Right) Extremes of climate require that special attention be given to servicing and maintenance procedures. The building contractor who operates these Thames Trader 55s in Finland has the backing of a Ford organization based on a Ford assembly plant in that country.

To the senior members of the export divisions of leading vehicle makers, providing a good service is a vocation. They are able to project themselves into the orbit of the driver toiling through congested traffic, or alone in the vast wild, the man inclined to wonder "who will care—and do something about it" if something goes wrong. Such executives realize that caring must permeate the organization, and must start with the nearest distributor or dealer. They also know that caring at all levels overseas must be regularly revitalized by inspiration from people at home who have an intimate knowledge of the territory and a determination to achieve the impossible in cases of dire emergency.

So it is that a few statistics about the way that a company organizes spares and service for (and in) overseas markets must suffice to cover a profusion of problems involving a multitude of colours, creeds and local customs, as well as technical difficulties and psychological peculiarities.

Quoting statistics is often confusing, but in the case of B.M.C. Service, Ltd., the fact that 9½ m. punch cards are expended annually, "to ensure the welfare in all respects" of every car and commercial vehicle model in the Austin-Nuffield ranges throughout the world, has a particular significance. It is indicative of the way in which contact is maintained on a reciprocal basis between the Service Parts Division and Service Technical Division of the company at Cowley and over 7,000 distributors and dealers at home and overseas.

More than 400 overseas distributors receive parts, manuals and instruction bulletins direct from Cowley, local dealers appointed by the distributors numbering over 5,000. About 50 per cent. of the spares dispatched relate to com-

mercial vehicles produced by the group, which include Austin, Morris and Morris-Commercial marques.

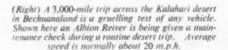
The total value of warehouse stock in this country, including long-term reserves, exceeds £8\right\right\rightarrow{r} m., and between 1,400 and 1,500 tons of parts are fed into the distribution network from Cowley every week. In the case of South Africa, Southern Rhodesia, Australia and Canada, distributor facilities are backed by a B.M.C. assembly plant company, and in the majority of export markets, spares and service are controlled by separate Nuffield and Austin organizations. Servicing in the U.S.A. is organized by the B.M.C.-appointed concessionnaires for that country.

The intimate knowledge by distributors and dealers of local requirements, and of the idiosyncrasies of operators, represents a factor that is given top priority by B.M.C. Whilst distributors are autonomous in dealing with local problems, B.M.C. provide top-level assistance in the form of regular visits by field service engineers from Cowley or Longbridge, whose job it is to obtain information on users' difficulties as well as to give technical advice. Every visiting engineer is a specialist in that he represents a section of the B.M.C. or Nuffield group that has been created to study, and if necessary to supervise, servicing in a particular area. The "man from the U.K." is someone who knows his job and who wants to get to the heart of local problems as they exist or may arise.

Courses are provided on a comprehensive range of subjects at the commercial vehicle school at Longbridge and by the passenger car school at Cowley, which also affords instruction on some of the lighter types of commercial vehicle. Overseas distributors regularly send members of their staff to attend one or both schools to obtain instruction

THE WORLD'S MARKETS

A Survey of How Major British Commercial Vehicle Makers Are Catering for and "Caring About" Their Customers Throughout the World









(Left) This A.E.C. Monarch V dumper was photographed during the building of the Kariba Dam on the Zambesi river. Every assistance is given to overseas operators by the company to eliminate servicing problems by forward planning. Active advice is provided by field engineers.

in the correct application of recommended tools, and in the latest methods of testing and fault analysis.

The policy of the company with regard to local problems is exemplified by the increasing use of mobile training units. Three are now operating a pilot scheme in Scotland, two are being employed on the Continent and one is on its way to Australia. Fitted with test equipment and tools in accordance with the particular requirements of the area covered, and manned by qualified service personnel, a vehicle pays regular visits to distributors and dealers in the district to enable onthe-spot courses to be given to managerial and workshop staff with special bearing on the problems created by local conditions. It is considered that this method is preferable to set courses, and the fleet of mobile training units will be progressively expanded to cover the majority of world markets.

Working in conjunction with the distributor in the area, the company fully cooperate with large fleet users in the organization of servicing and overhaul. In a typical case a field service engineer will visit the centre of operations in an advisory capacity and arrangements

(Left) A B.M.C. field service engineer is seen giving a technical lecture to a group of distributors' staff in Johannesburg. The articulated outfit in the background is an older type of mobile training unit, having a B.M.C. prime mover, which is employed for extended tours of the African continent.





A stock covering some 45,000 items of equipment is held at the Aveley spares depot of the Ford company. About 1,000 tons are dispatched from the depot weekly, approximately 40 per cent, of which is destined for overseas markets. A 24-hour air freight service caters for emergencies.

will be made for the bulk supply of fastmoving spares and so on. Regular use is made of air services to cater for V.O.R. (vehicle off the road) emergencies, without regard to the size of the operator's fleet or the age of the vehicle.

The scope of the Leyland service organization overseas, and the vision which has promoted it, may be quickly indicated by reference to three representative markets of divergent character—South Africa, America and Poland. Their development has followed the principle of Leyland Motors, Ltd., of creating a service network as a prerequisite to the supply of vehicles. This has also been applied to the Albion and Scammell companies.

(Right) Particular attention must be given to local conditions when servicing recommendations are made. The cement kiln in the photograph is being hauled by a Leyland Hippo tractor across a river in New Zealand. No bridge on the route would withstand the load.

(Left) In addition to regular courses given in the customers' training school, the Leyland company provide extended factory courses for visitors from overseas. This photograph shows four technicians from the Government Transport Department of Ghana being instructed in the overhaul of a-Leyland chassis.

Limiting background information to bare essentials, it is pertinent that on average around 300 tons of spares are dispatched weekly from the Leyland company's service depot at Chorley, and that approximately 60-65 per cent. of the total is destined for overseas. This corresponds to

the proportion of Leyland vehicles exported.

The South African market has been developed over a period of 50 years, and the service organization is virtually self-functioning with regard to routine operations. Backed by assembly plants in Johannesburg, Cape Town and Durban, some 24 main depots and agents cover the more important centres of population in the Transvaal, Cape Province, Natal, the Orange Free State and territories in South West Africa. Upwards of 20 tons of spares are dispatched weekly to South Africa from Chorley Service Division, against orders from these depots, to maintain a three- to six-month stock in every case. Demands vary greatly from area to area according to local conditions and types of operation, and it is notable that expert advice from the depot's technical staff regarding desirable design features plays an important part in development work.

Any major problem is discussed on the spot with a visiting field service engineer from the Leyland headquarters in South Africa. Regular visits are paid by depot personnel to Leyland to attend the customers' training school, which offers weekly courses for general managers, chief engineers supervisory staff and mechanics, and also extended courses which may cover a period of three months to two years. Over 12,000 Leyland vehicles are operating in the country, in addition to a large number of Albions and Scammells.

Maximum use is made of the company's re-manufactured-engines scheme, and a 24-hour spares service is offered by the majority of depots and agents. As in this country and other overseas areas, service personnel are immediately available or are "on call" throughout the night and at week-ends in the larger centres.

Development of the American market is indicative of the company's policy of "slow penetration" as applied to a new project with a large potential, and of the principle that service comes before sales. Opportunities for more rapid expansion are resolutely refused, which is shown by the case of a Californian operator who wished to purchase 100 Leyland vehicles and was told that service facilities in the State would have to be developed before that order could be met. Existing service arrangements cover New







B used on B.M.C. passenger chassis, six mobile training units of the type illustrated are employed by B.M.C. Service, Ltd., to enable courses to be given by the company's engineers to managerial and workshop staff in outlying districts. This practice is being progressively extended and will eventually be applied to the majority of overseas markets.

York State, based on the Rhode Island Service Depot of the Leyland company, which is run by personnel of the Jaguar Car company with the assistance of Leyland engineers.

In the case of Poland, buses and trucks are exported to State undertakings, and close liaison with senior engineers of these undertakings has enabled spares and service facilities to be developed that cater for the particular requirements of each operating group.

The Indian market is of special interest in that the vehicles assembled in the Madras plant have a "locally made



(Left) These A.E.C. engines are being loaded on an A.E.C. Mercury at Southall for transport to the docks: Excluding parts for Maudslay and Crossley vehicles, more than 2,500 tons of spares are exported annually to over 50 countries. Approximately 45,000 types of component are carried at the A.E.C. stores.

content of over 65 per cent. Locally produced components are also included to a lesser extent in the vehicles assembled in Denmark, Holland, Belgium and Spain, and in South Africa, Australia and New Zealand. Assembly plants will shortly be established in Northern Rhodesia, East Africa and the Middle East. In the majority of these centres, mobile workshops with living accommodation are extensively employed to facilitate maintenance in outlying areas and to enable instruction to be given on the latest overhaul methods.

It is emphasized by A.E.C., Ltd., Southall, Middlesex, that the problem of planning spares and service has been exacerbated by the progressive increase in the useful life of their vehicles over the past 40 years.

Tonnage of spares shipped to overseas markets monthly from the Spares Division of the company at Southall in the last financial year (excluding major assemblies such as complete engines and so on) varied between 155 and 252, the total being over 2,500 tons. This does not include spares for Maudslay vehicles, produced at the Alcester factory of the group and distributed from a depot in the area, or Crossley spares, manu-

factured at Southall and sent to Alcester for distribution. More than 45,000 types of component are carried at the A.E.C. stores.

Assembly plants in Belgium, Holland, Australia, South Africa and Rhodesia will shortly be augmented by a plant in Portugal. Agents in over 50 countries cover the majority of world markets, apart from the Soviet Union and America: and are directly responsible for appointing subagents and planning spares distribution. Surveys are regularly made, however, by visiting executives of the company or field engineers to advise agents on service and spares problems and to assess the potential of the market. When spares imports are subject to a quota, related problems are closely examined by experts in the area and at home to enable agents to make the best use of imports and to employ locally made parts to the best advantage. The standard of local production is steadily improving in most areas.

On average, parts are dispatched by surface transport from the division within three weeks of the receipt of the order, but this interval is reduced to 24 hours when a consignment is dispatched by plane to meet an emergency. Air transport is employed for all emergency traffic and represents a world-wide service. In general, overseas agents follow the policy of the A.C.V. group of companies by ordering in bulk as far ahead as possible.

(Left) A foreman of the United Africa company of Ghana, being trained at the Vauxhall works, Luton. Extended factory courses are available to overseas factory and distributor personnel as well as regular courses at the service training centre, which cover all aspects of maintenance and overhaul.

When a new model is produced, agents are supplied with a recommended list of spares and the appropriate service manual. Diagnostic ability on the part of the agents' foremen and mechanics in forecasting the need for a major overhaul of an engine or chassis component on a mileage basis is encouraged by every means.

In preference to arranging "set courses" of instruction for agents' and operators' personnel, charge-hands, mechanics and so on are trained in the appropriate shops or departments on practical work according to individual requirements. In a typical case personnel from overseas spend upwards of four months at Southall and perfect

their English at night school.

The statement by an executive of the Ford Motor Co., Ltd., Dagenham, that in all the main markets of the world "Ford is identified nationally with the country" gives a psychological bias to the fact that, in the majority of areas, the local company is a completely self-contained unit. In those countries in which assembly plants have been built, increasing the locally made content of the vehicle is being

continually fostered by the Ford company.

Control of the Ford empire is now vested in Ford International, Detroit, whilst the manufacturing centres in U.S.A., Canada, the United Kingdom and Germany are separately responsible for the supply of vehicles, knockeddown material, spares, technical assistance and service data in specific groups of countries. In addition to these manufacturing centres, assembly plants are located in the majority of European countries (including Eire), and also in South Africa, New Zealand, Australia, Egypt, Formosa, Hong Kong, Indonesia, Malaya, Mauritius, Mexico, Pakistan, the Philippines, Thailand and Chile.

Over 3,000 main dealers operate in countries outside America, and there is virtually an unending chain of subdealers who are directly appointed by the main dealers.

Aveley Spares Depot

Spares produced in the Dagenham-controlled factories are distributed from the spares depot at Aveley, where the stock covers some 45,000 items of equipment. Over 1,000 tons are dispatched weekly, 40 per cent. of which is destined for overseas markets. Parts for cars and commercial vehicles are included in this total, but spares for industrial engines and tractors are controlled by a separate organization. A 24-hour air-freight service caters for emergency requirements throughout the world.

Dealers in countries supplied direct from the factory normally have a representative of the controlling Ford company resident in the area with full authority to make

decisions regarding all local problems.

In sparsely populated districts as well as more advanced areas, the necessity to match stocks of spares to local requirements is underwritten by the policy that "service is the basis of Ford philosophy." In practical terms this implies that, whilst profit making is essential to the interests of the dealer, efficient planning can give a service that is comparable to the best obtainable. In every market the principle of "no complacency" is continually being fostered by executives and field engineers.

Whilst particular attention is given to the needs of large fleet users, it is emphasized that the maintenance and overhaul service offered by the dealer organization in a typical overseas territory can be exploited by the operator to reduce costs by arranging regular maintenance in the dealer's workshops on a routine basis. Alternatively, every assistance is given to operators who prefer to develop their own workshops on a comprehensive basis.

The service school of the Dagenham company at Langley provides weekly courses in over 12 subjects for both United Kingdom and overseas personnel. All overseas Ford companies and many main dealers in the more remote territories offer comparable facilities on their own premises. Every school is visited at least once each year by one of 12 technical service representatives of the company.

Spares worth over £20m, are dispatched annually from the Parts and Accessories Department of Vauxhall Motors, Ltd., Luton, the average value of the stock held being about £8m. Of the total tonnage, approximately 40 per cent. is exported to distributors overseas, parts for commercial vehicles accounting for over 50 per cent. of the outgoing traffic. Some 38,000 different items are stocked. Replacement policy of the company is based on the provision of replacement parts for as long as there is a steady demand.

Bulk Storage

In the interests of economy, many parts are produced and stored in bulk. This particularly applies to sheet-metal panels, and it is notable that over 4,000 major panels are dispatched from the warehouse daily.

The warehouse is operated by a staff of over 450 whilst the office staff numbers more than 300, which includes a group of specialists whose combined knowledge of export areas covers the main markets of the world. Approximately 20,000 order items are handled daily by the I.B.M.

punch-card installation.

All service planning of the group of companies is controlled by the Overseas Operations Division of General Motors Corporation and is co-ordinated by a service manager in the G.M. office in Detroit. G.M. have assembly plants, warehouses or offices in many countries, and where none of these exists a G.M. distributor is appointed by the Foreign Distributors Division of the G.M. organization.

The tonnages quoted for the spares output from the Vauxhall factory do not include parts that are dispatched for local vehicle assembly to major assembly plants in Belgium, Denmark, Switzerland, Australia, New Zealand and the Argentine, and a larger number of sub-assembly plant centres, which include Ghana, Nigeria, the Philippines, Pakistan and Eire. In various other countries, including India, sub-assemblies are employed in conjunction with major components produced in the area.

Dealers are appointed by the local company in the main plant-assembly territories and are responsible for creating a dealer network, arranging spares distribution and organizing service facilities. In the majority of sub-assembly territories and in some to which complete vehicles are exported, sales and service are handled by the General Motors Foreign Distributors Division, New York.

Standard forms of field product report are employed throughout the General Motors organization to enable immediate advice to be given on product problems. The information collected is also used in the preparation of monthly "trouble" summaries by technicians at the responsible plant centre. These summaries are closely studied by the manufacturers' service and engineering teams, and important modifications to standard vehicles are often undertaken as the result of their analyses.

The information on which the reports are based is mainly derived from data provided by field engineers resident in the territory and is frequently augmented by the recommendations of senior factory staff, members of which regularly investigate service facilities in export markets. In a typical case a report is accompanied by photographs

and a sample.

One of the most thorough service training schemes in the industry is operated at Luton, and the main distributors throughout the world offer comprehensive courses covering technical, managerial and clerical work. Extended courses at Luton cater for production engineers as well as service managers, foremen and so on.

COMMENTARY

by JANUS

SUBSIDENCE

OST industries that receive subsidies do not seem to show much diffidence about taking the money and are not worried about the method of distribution. They argue vigorously if they think the amount too small, and there will be discussions within an industry about which section should have the largest share. Torturing moral doubts about the right to a subsidy, or about the duty that should be given to the community in exchange, either do not arise or are smothered at the outset.

Subsidies in transport are still something of a novelty and are certainly not taken for granted. This may be why, from the point of view of the outsider, transport operators seem unduly sensitive on the subject. There is no brazen disposition to demand payment and the arguments that operators stress—which may be good arguments for all that—favour indirect methods of making the gift. So far as one can make out, the ideal procedure for the recipient would be to find the money one morning on the doorstep, as if it had been left there by the fairies.

It is something of a linguistic triumph for the Jack Committee to have reached the conclusion that rural bus services should be paid a subsidy without, so far as I can discover, once using the word. "Financial assistance," is the boldest euphemism the committee will permit themselves. Incidentally, the signatories of the minority reports do not feel similarly inhibited. For various reasons, Mr. W. T. James and Mr. H. R. Nicholas both object to the proposal of a subsidy and do not hesitate to put the point in so many words.

PASSENGER vehicle operators have reinforced the minority opinion. There are sound reasons for not liking the proposals that the committee put forward. In addition one cannot help detecting the sentiment that free and enterprising businesses, accustomed so long to standing on their own two feet, dislike any scheme that gives them the appearance of becoming state pensioners or hangers-on of the welfare state. They would prefer something less humiliating, such as a remission of taxation, which is after all a subsidy in another form but does not carry the same stigma,

much less the same name.

Independent operators are not alone in this. A similar spirit seems to animate the British Transport Commission. Their comments have now been published on the report on British Railways that the Select Committee on Nationalized Industries presented to the House of Commons last summer. The Commission examine in detail the proposal that the decision to continue providing an "unprofitable" service should be taken not by them but by the Government, who would also bear the cost.

MANY businesses would be only too pleased to have such a proposal made on their behalf. The Commission express no gratitude—perhaps none was expected—and stress the technical difficulties of implementation. These are seen to fall into two main categories: identification of the service to be subsidized and assessment of the amount of money lost by continuing the service. It might be possible to define unremunerative branch lines, say the Commission, but the committee's proposals could cover cross-country services, some passenger services on main lines, commuter services, Sunday services and general merchandise and

parcels services in particular areas. Where through-traffic makes use of a particular service, the loss if the service were discontinued might not be confined to the local section. Contributory or feeder values have to be considered.

The problem would be even greater when it came to fixing the cost. At the very beginning the loss on a service would have to be estimated so that the Government could make up their mind whether the service justified the amount of the subsidy that would be required. More complicated still, in the opinion of the Commission, would be the subsequent task of working out how much had been lost, and carrying on the financial negotiations through the Ministry of Transport and the Treasury.

ONE is left guessing at the Commission's honest opinion on a subsidy. They give recognition to the "inherent merits" of the committee's proposal, but leave ambiguous the question whether it is the subsidy of which they approve or merely the method of payment that the committee put forward. The impression is that, as they have often maintained in the past, the Commission do not want a subsidy if it can be avoided. They would prefer to be rid of any services that do not pay and to make a bid for solvency with the streamlined remnant.

This could well fit in with the views of the Minister expressed in the same White Paper as the observations by the Commission. He repeats the Government's opinion that the practical test for the railways, as for other transport, is how far users are prepared to pay economic prices for the services provided. Payment of subsidies on the grounds of the national interest or of social needs might be said to apply to other nationalized undertakings and is, therefore, being considered in that general context. For the time being, the Minister went on, railway losses, from whatever cause, are being covered in practice by the large contributions from public funds proposed in the Government's earlier White Paper.

THE Minister might have added that the welfare of other transport interests ought also to be considered before any decision were taken on subsidies. Evidently, as the Jack Committee make clear, something must be done to keep certain rural bus services running. Cross-subsidization may be successful in some cases but not in all. Whatever method is finally adopted for the payment of a subsidy, direct or disguised, it must not confer benefits too easily and every opportunity should be given to operators to provide the necessary services from within their own resources.

On the goods side, hauliers should support the Minister in his intention to bring the railways down to the size at which they can balance their books. The misgivings that the Commission feel about a subsidy are as nothing to the state of mind of the haulier. By tradition he is supposed to be able to pick and choose his traffic and to skim the cream. This does not work out in practice. He has to please his customers and there may be other reasons for sending some vehicles on uneconomic journeys. He cannot be easy with a competitor who is able, or who is entitled to attempt, to make up from national funds for a proportion of all the traffic which he may be obliged to carry at a loss.



FOR AFRICA: One of the last shipments of the £900,000 fleet of Leyland Royal Tiger Worldmasters ordered by the Ghana Government for its National Transport Board. These particular buses are for operation by Accra Municipal Transport Services. They are powered by 150 h.p. underfloor diesel engines and equipped with 46-seat M.C.W. bodywork.

Snag was that he didn't say whether he wanted them sent by air.

The odd requests don't always come from overseas either. Here's a letter received by one manufacturer:-

Dear Sir.

In reply to your advertisement will you please send me full details, price, delivery date, etc., of your vehicle and advise me whether it would be suitable for my type of work.

Yours faithfully .

No mention of the advertisement, which type of vehicle, or what sort of work the writer was engaged in. How

by

Charles M. Hendy

THIS is NOT the story of the fabulously wealthy oil Sheikh who ordered a coach of gargantuan proportions in which to transport the ladies of his harem to and from the local

When I set out on the quest for these stories I thought it might be-but of course it was wishful thinking. In any case, I was reminded, flat platform lorries could do the job just as well . . . at less cost . . . and there wouldn't be any stairs to climb.

For all that, the men who make transport have certainly received some odd requests over the years.

"Send Five More"

Almost as outrageous as our mythical sheikh, for instance, was the operator in equatorial regions who was so pleased with his two new Worldmaster buses that he immediately cabled: "Worldmasters received. Delighted, Please send five more by return.'



FOR THE PIPELINE: Exhibited at the last Commercial Motor Show, this 6x6 Scammel Super Constructor is now delivering pipes and other equipment to oil companies in the North African desert. It is operated by the Libyan heavy haulage contractors, Toso and Nahum, and is coupled with a Dyson self-loading semitrailer of 80,000-lb. capacity.



AND FOR THE ROWDY: One of three riot suppression vehicles recently sent to Burma by the Ford Motor Co., Ltd. They were mounted on 5-ton Trader chassis and the special bodywork was by Marshall Motor Bodies, Ltd., Cambridge.

difficult can they be, especially when, as was the case with this letter, it comes from a private address?

Talking of letters . . . Taskers of Andover, Ltd., quote the classic example of the letter from Africa (every manufacturer has his file of these, I gather) which was addressed to JOKERS OF ANDOVER. They're still laughing that one

Something to Remember

The letter? "Dear Sir." it read. "1 am with much pleasure to write you this letter. I was reading a certain paper while I came across your address and I became very happy when reading it." (Now, ain't that nice?). "I want you to send me a photo to remember you always. There is nothing so strange as these few words. Hoping to get imme-

diate reply. Nothing more to be said than my greetings to you. Yours, etc.,
Nothing more to be said. . . . How

right he was.

As we used to say when I was serving in Africa. . . You just can't resist their taking ways, can you?

The grammar, you will gather, isn't always so good. Neither for that matter is the transcription. One cable received by a trailer concern read:

"REQUEST YOU CABLE IM-MEDIATELY NET CIF PRICE AND EARLIEST DELIVERY 12-TON AND 15-TON CATAS-TROPHE ALL-STEEL TRAILER."

FOR THE AWKWARD LOAD: A Leyland Super Hippo operated by W. G. Bourn Ltd., of Adelaide, was used for moving this 127-ft. long "Autoclave", which is used for steam-curing building sheets. It weighed 50 tons and was transported on a 24-wheel bogie and a 16-wheel gooseneck dolly. The 16-mile journey was completed in five hours.

ASK FOR

. . . aren't always the things they get. But our manufacturers know how to cope with the strangest orders

Still. if you have the capacity to take these things as they come, there's no doubt you'll go on delivering the goods.

Delivering the goods brings another odd request to mind. This customer, overseas, wanted a coach chassis converted to an eight-wheeler on which he proposed to have built a platform body. And there was more to come.

It also had to be suitable for towing a trailer, and the customer specified air suspension, power steering, an automatic gearbox and a luxury cab.

Obviously a man of taste. But what did he propose to do with this par excellence job?

Believe it or not . . . sell vegetables from door to door. How crazy can you get?

I don't know why it is, but the trailer boys seem to come in for more of this treatment than most. "Can you supply

me." a leading manufacturer was asked. " with a flat platform trailer with a loading height of 2 ft., no wheel arches, a single axle and pneumatic tyres carry 12 tons.

The impossible, for this concern, sometimes takes a little longer . . . but this was one order that was never executed

Hole in the Roof

Neither was the one to the vehicle manufacturer who makes a well-known cab-over-engine job. His customer wanted a cab with a hole in the roof big enough to lift the engine through for maintenance purposes. And that wasn't all. Also required were a ventilator in the roof (presumably the hole wouldn't have been sufficient) and a sheet rack. also on the cab.

Clearly, as you will have gathered by now, the customer isn't always right. Which, too, goes for the locally employed secretary in the Middle East office of a British manufacturer whose excellent shorthand for "Export version" was unfortunately transcribed as "Expert

Taskers of Andover tell a good story of the time the B.B.C. arranged a Workers' Playtime programme at their Waterloo Ironworks. No advertising is. of course, a firm B.B.C. rule, so the programme was introduced as coming from an ironworks in Andover.

This certainly didn't fox the Taskers dealers, one of whom immediately cabled: "Grateful if you would iron my

Time for a Change?

Incidentally, the Taskers factory gets its Waterloo Ironworks title from the fact that it was started in Battle of Waterloo year, 1815. So here's a "Things They Ask For" from me: what about a change of title to something like Waterloo Engineering (or trailer) Works?

Most manufacturers get requests for vehicles to be supplied for trail-blazing adventures, and I have to hand it to the man who so badly wanted a vehicle he couldn't afford that he wrote to one maker with a hair-raising "publicity' idea. Crossing his home town was a bridge, the main girders of which were 165 ft. above the town square. He was prepared to make the descent by rope (I think they would call it a free-swinging abseil in Alpine regions) right on to the vehicle of his choice-and he also specified the colour.

Such a feat, he felt, would be excellent publicity for the manufacturers, and would certainly merit the cost of a new vehicle. Needless to say, the maker declined the opportunity of taking part, however safely, in such a hazardous venture.

In conclusion, the accolade must surely go to the manufacturer of a famous range of "heavies" who was asked to quote for lifeboats (complete with outside motors), several pairs of swimming fins and frog-diving equipment, resuscitating apparatus and protection masks.

And, almost the crowning insult 7,000 tricycles, complete with pillions.



FOR THE THIRSTY: Taking on a load of Waitemata Ale, at the Orahuhu brewery of Dominion Breweries Ltd., Auckland, New Zealand, this Leyland Beaver is fitted with Homalloy cab and 2,016-gal. tank semi-trailer.

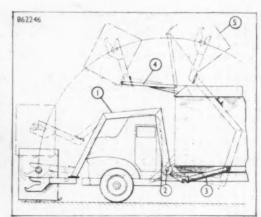
Front-loading Refuse Collector

A CCORDING to patent No. 862,246, a front-loading refuse vehicle usually has hydraulic rams alongside the driver's cab. This limits the width of the cab, and may constitute a danger to the driver. An improved layout for the hydraulic mechanism is shown in the patent. (Dempster Brothers Inc., Knoxville, Tennessee, U.S.A.)

The drawing shows the location of the arms and illustrates the various positions in the orbit of swing. The lifting unit comprises a goose-neck (1); this is pivoted at the point (2) and passes completely over the cab. The hydraulic operating

ram (3) provides the

Drop-bottom containers may be used, or normal bins which need to be tipped to empty them. The latter scheme is illustrated, the tipping being performed by a pair of pivoted struts (4) projecting from the front of the body. These engage with the bottom of the bin and cause it to tip when in position (5).



DISC BRAKE DETAILS

A N IMPROVED disc brake is shown in patent No. 861,648. It is claimed that it can be made lighter and smaller than usual without loss of rigidity. (Societe Anonyme D.B.A., 23 Rue Alexandre Dumas, Paris.)

The disc (1) is embraced by a U-shaped light pressing (2) which houses the two friction pads. A casting (3) contains a pair of hydraulic cylinders (4) which work in unison on the pads.

The comparatively weak U-member transmits its circumferential thrust to thicker C-shaped end plates (5) and these form the chief torque-resistant members.

3

To maintain the minimum possible clearance in the "off" position, the moving plate (6) is held up to the disc by thin plates (7) gripped by Belleville washers (8). The working clearance is said to be only .004 inch.

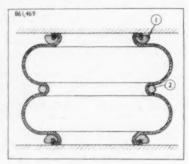
SMALLER AIR SPRINGS

A IR springs of the bellows type suitable for a large vehicle can reach sizes that create space problems. A scheme shown in patent No. 861,469 is aimed at enabling smaller units to be used. (Continental Gummi-Werke A.G., Continental-Haus, Hanover, Germany.)

The drawing shows a bellows according to the invention. It is sealed at top and F24

bottom by metal clamping rings (1) which pinch the steel-reinforced ends on to a flat plate.

The novel feature is the provision of a ring (2) between the folds. This is described as being "tension resistant," but it is not said if it is made of rubber or metal. For a given load, it is claimed that the ring will reduce the spring rate provided it conforms to certain geometric conditions. These are fully explained in the specification.



ENGINE ASSEMBLY USING ADHESIVES

A LIGHTWEIGHT high-power engine forms the subject of patent No. 862,337. The novel feature is that the cylinder-head, cylinder and crankcase are built up from a number of light-alloy die-castings, and assembly is performed with the aid of a thermo-setting adhesive. (General Motors Corp., Detroit, Michigan, U.S.A.)

A V-engine is described and the component castings are shown in the

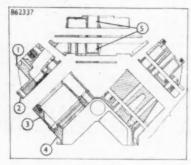
drawing. An upper portion (1) contains the valve passages; this is bonded to a second casting (2) having valve seats formed in it.

The cylinder and its water spaces are formed in a third casting (3) which is attached to the crankcase (4). The group of castings shown generally at 5 forms the

induction system when assembled. This is bolted to the cylinder heads without bonding.

The cylinder heads also are not bonded to the cylinder bank assemblies, steel bolts extending from the cylinder heads to the crankshaft main bearings are used to hold the parts together. These also relieve the bonded joints of compression loads.

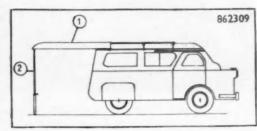
Iron liners are fitted to the die-cast cylinders and the sealing faces are closed by O-rings.



AN EXTENSIBLE ROOF

A VAN provided with a roof that can be extended rearwards is shown in patent No. 862,309. (B. Ludlow, The Ash, Caistor Road, Laceby, Grimsby, Lincs.)

The roof of the van is provided with a sliding frame to carry a shaped extending cover (1). Normally carried on the roof, it can be slid to the rear into the position shown. The end is supported by telescopic struts (2) which fold up inside the cover when not in use. The sides and the end of the extension are fitted with rails for curtains, so that the extra space can be completely enclosed.





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SELLING POWER to FRANCE

by John F. Moon, A.M.I.R.T.E.

(Left) This Citroën HY pick-up is seen standing outside the premises of Société Française des Moteurs Perkins, is Colombes, near Paris,

ONE of the most difficult export markets for the British automotive industry is France. Restricted quotas and high import duties make it virtually impossible for British vehicle manufacturers to sell their products in that country, and the Common Market has not improved the situation.

Nevertheless, British products can be sold in France, where the design qualities of many British goods are appreciated. A prime example of this is the existence in France of well over 100,000 British-designed Perkins oil engines, a figure which has been attained within the course of nine years.

F. Perkins, Ltd., started to export engines to France in 1952, but the immediate demand proved to be so great—partly because of the lack of any equivalent French equipment—that the French Government intervened and required Perkins to start building their engines in France.

Thus, in November, 1954, F. Perkins, Ltd., Société Française des Moteurs Perkins, and Ateliers G.S.P. entered into an agreement whereby G.S.P. should produce basic Perkins engines under licence, whilst all detail finishing, sales and service should be carried out by the French Perkins concern.

Since then tremendous strides have been made in the sale of Perkins engines in France and such leading French vehicle manufacturers as Berliet, Citroën, Hotchkiss and Renault, in addition to smaller producers such as A.L.M., L.M.V. and Marmon-Herrington, take numbers of Perkins engines as original equipment. Indeed, all French oilengined 2½-ton chassis have Perkins engines, these vehicles being made by Citroën, Hotchkiss and Renault.

G.S.P. are building Perkins engines at the rate of 1,500

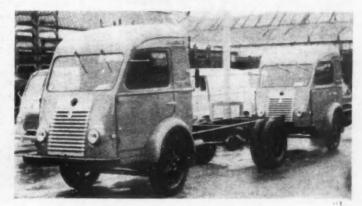
per month at present, production consisting of forms of P3, P4 and P6 units. The G.S.P. factory is at Courbevoie which is not far from the Perkins premises at Colombes, so the completed basic engines do not have to travel far for finishing and dispatch.

The three-cylindered engine manufactured at Courbevoie is the P3/144, and the monthly output of this unit is in the region of 300, none of which, however, go to vehicle manufacturers, being for agricultural tractors.

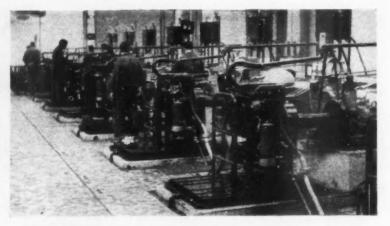
LABORALO

G.R.A.D.A. are Renault and Perkins agents, and this Renault 1-ton van is one of their vehicles, fitted with a Perkins Four 99 power unit in their own workshops. G.R.A.D.A. specialize in this type of conversion.

The version of the P4 made by G.S.P. is the Four 192, which although listed in Britain as an agricultural engine, is being used in France for automotive purposes also. About 800 Four 192s are built each month, and of these 520 are supplied to vehicle manufacturers for use as original equipment, while about 30 go to Perkins agents for converting new vehicles.



Renault offer Perkins Four 192 oil engines in their Galion 23-ton model, two examples of which are seen here. Between 17 and 20 Four 192s are used by Renault each day in their vehicle factory. Increasing French Demand for British Perkins Oil Engines has Led to Production of Four Types of Engine in Two French Factories: Over 100,000 Perkins Units at Present Operating in France



An engine-test shop housing 54 test beds is being built at the Saint Denis plant for French-built Four 99s. Heenan and Froude water brakes are employed in this spacious shop, which has six rows of beds, each row being self-contained. By next January this factory will be producing 250 Four 99 engines each day.

The P6 production rate is currently 400. Chassis manufacturers are fitting 150 of these each month as original equipment, whilst 100 are being supplied to agents as conversion units, the remaining P6s being built for agricultural, industrial or marine purposes. Next January production of the P6 at Courbevoie will finish, and the Six 305 will replace it.

Of the French production not accounted for by automotive customers, a total of 550 units each month are supplied to manufacturers of agricultural equipment (including tractors) the remaining 150 being sold for industrial and marine uses. Since production started at Courbevoie just over six years ago G.S.P. have made over 60,000 units, the present production rate being about 80 a day, although there is capacity there to make about 180 a day. Société Française des Moteurs Perkins do not rely solely on G.S.P. production for their French sales, however.

At present about 500 Four 99 units are imported from Peterborough each month, 400 of which go to Citroën. Also being imported are Four 203Y tractor engines (300 to 400 a month) and about 20 Six 354s each month. In the case of all these engines, however, the position will be changed within the next few months.

Production of the Four 99 is to start in a factory at Saint Denis on July 1, and this factory—which belongs to the Perkins group—is at present being laid out for quantity production of the Four 99, the immediate capacity being in the region of 50,000 units a year, which could be expanded to a rate of 100,000 a year if necessary. Of the 50,000 projected annual production, at least 20,000 will be used in one model of agricultural tractor.

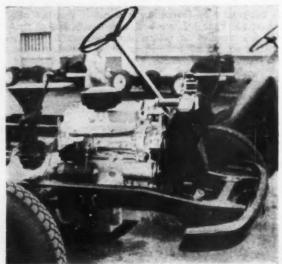
A similar position applies with regard to the Four 203Y agricultural engine, the importing of which will stop in July also when production is commenced by G.S.P. Concerning the Six 354, it has been decided that if duty artificially increases the price of this unit enough to affect sales, the engine may be assembled in France, using some components supplied from the Peterborough factory and some made specially in France: it is not anticipated that tooling-up for full production will ever take place in France.

Potential French Market

French Perkins executives feel that there is an appreciable potential market in France for the Six 354, however, both as initial equipment and for conversion purposes. As an example of the latter it was pointed out to me that increasing numbers of ex-U.S.-Army vehicles are currently being sold in France, and that most of these will need new engines. Whilst the P6 is acknowledged to be on the small side for such applications, the Six 354 would undoubtedly fill the bill.

Engines at present being built in France by G.S.P. are virtually 100 per cent, French units, only a few engines leaving the Courbevoie plant with one or two items of British equipment. The French engines are identical in all respects to the equivalent engines made at Perkins' Peterborough factory, therefore in any engine either French or British spares could be employed.

As in the case of Peterborough production, items such as crankshafts, camshafts, cylinder linings, pistons, valves, oil pumps and so forth are made for G.S.P. by specialist French manufacturers. Castings also are done outside, but all machining of cylinder blocks, cylinder heads and water pumps is done by G.S.P., the same machining lines



In the Renault Galion 23-ton chassis, the Perkins Four 192, which develops 52 b.h.p. at 2,400 r.p.m., is optional to the standard Renault petrol engine, a four-cylindered unit giving 56 b.h.p. at 3,300 r.p.m. A four-speed gearbox is used with either engine.

being used for three-, four- and six-cylindered blocks and heads, production being carried out in batch runs lasting a week in the case of each engine. As G.S.P. are basically machine-tool makers, it goes without saying that all the machines used to produce Perkins engines are of G.S.P. manufacture, many of them having been specially produced.

Four 192 engines being produced at Courbevoie are at present being fitted with British C.A.V. DPA distributor-type fuel-injection pumps and British A.C. fuel-lift pumps. The general policy, however, has been to use French-made injection equipment, specially produced so as to be identical with that employed on Peterborough-built units. Thus, where a C.A.V. in-line pump is employed on the British engines, identical Lavalette equipment is used on the French engines. With regard to the DPA pump, Roto-Diesel pumps are being adopted (Roto-Diesel, S.A., is part-owned by C.A.V., Ltd.). Each pump maker supplies the appropriate injectors for each engine; also fuel filters.

The position with regard to electrical equipment is different, however. As no concern in France makes equipment exactly the same as that used on Peterborough-built engines, the nearest French equivalents are employed, these being made by Ducellier or Paris-Rhône. Fittings on this French equipment are the same as on the British items. So far as exhausters are concerned, Clayton Dewandre units are made under licence by G.S.P.

Four 99 Production

At the Saint Denis factory a slightly different version of the Four 99 as we know it in England is being produced for tractors, the current production rate being 20 a day. The standard Four 99, however, goes into production in July for automotive purposes, and by August the daily rate will be 50, increasing to 70 in September and 100 in October. It is not anticipated that more than about 30 per cent. of the total production will consist of normal Four 99s, the rest being the special tractor modifications of this unit.

At the moment, the engines being built at Saint Denis are being assembled from British components, but after July everything will be French except the crankshafts, main bearings and camshafts: this will only apply for the first two years of production, however. Roto-Diesel injection pumps are to be used.

When the plant gets into its stride next January the line will be producing 250 units a day, working in two shifts. In anticipation of this production rate a very fine enginetest shop is being built. When finished this will house 54

beds, equipped with British Heenan and Froude water brakes.

All automotive engines built in France for Perkins pass through the Société Française des Moteurs Perkins establishment at Colombes. Here special equipment, such as bell housings, mounting brackets and some gearboxes, are fitted before the units are sent out to customers. Not quite all the engines used by French manufacturers pass through the Colombes plant: a number of Renault tractors are being exported from France without engines, and P3/144 units are being sent direct from Peterborough to join the tractors at their final destination.

Some 270 people are employed by the French Perkins



The Perkins P6—rated to give 83 b.h.p. at 2,400 r.p.m.—is standard equipment in the new Berliet GAK 4 4-tonner. This model costs £1,540 in France, and production has started only recently.

company at Colombes. In addition to preparing customers' engines, prototype installations are carried out, and a large proportion of the premises is devoted to the storage of spare parts, average monthly sales of spares being in the region of £40,000. Also at Colombes is an instruction school, taking six to eight pupils a week and supplemented by a mobile school which covers all France and part of North Africa.

In France the largest automotive users of Perkins engines are Citroën and, in addition to the 400 British-made Four

99 engines which they fit to their HY 1½-ton model, they take 100 Four 192 units for their T 23 2½-ton chassis.

As used in the Citroën HY, the Four 99 is rated to develop 42 b.h.p. at 3,600 r.p.m., and it replaces a Citroën four-cylindered petrol engine, the output of which is 35 b.h.p. at 3,500 r.p.m. Performance is, if anything, improved, the top speed being raised by about 1 m.p.h., whilst the quoted fuel-consumption rate for the oil-engined model is 100 per cent. improvement on that of the basic petrol vehicle. So popular is the Perkins-equipped HY van that already there are considerable outstanding orders for this model, and when production of the Four 99 starts in France it is expected that Citroën will take 1,000 engines per month.



A Berliet GAK 4 seen on the assembly line at the Lyon factory. It is hoped that the production rate of this vehicle will soon be in the region of 100 per month. The Citroën T 23 vehicle is a fairly conventional 25-tonner available with either forward or normal control. In standard form it is fitted with a four-cylindered petrol engine which develops 50 b.h.p. at 3,800 r.p.m., giving a maximum speed of 49 m.p.h. A different rear axle is employed when the Perkins engine is fitted, so that despite the governed speed of 2,400 r.p.m. (at which 52 b.h.p. is developed) the maximum speed is 40 to 46 m.p.h., depending on the ratio. In the case of this conversion the quoted consumption rates show an improvement of between 38 and 48 per cent.

Currently, the next largest users of Perkins units are Renault, who fit the Four 192 as alternative equipment in their Galion series of 2½-tonners. Daily production of Galions varies between 50 and 60, whilst between 17 and 20 Perkins engines per day are employed. The Perkins unit is employed with the standard Renault four-speed gearbox, and the four-cylindered petrol engine it replaces develops

56 b.h.p. at 3,300 r.p.m.

Other Renault vehicles are available with Perkins engines, but these units are not fitted by Perkins themselves, but by conversion specialists such as G.R.A.D.A., S.A., who have workshops in the Charenton district of Paris. G.R.A.D.A., who are Renault agents, were the original distributors of Perkins engines in France before the French company was formed. In their first year of trading—1954—they sold six engines, but 60 were sold in the second year and 120 in the third. In March of this year G.R.A.D.A. sold 44 engines, mostly Four 99s.

This company specializes in converting new chassis to Perkins power, and over 30 conversions a month are concerned with the Renault 1- and 1½-ton models, into which can be fitted either Four 99 or Four 192 engines. Another specialist conversion is that applied to Galion passenger chassis, into which are fitted P6s with G.M.C. overdrivetop five-speed gearboxes, giving a maximum road speed of

60 m.p.h.

About 100 such conversions have been done in the past

six years, whilst altogether G.R.A.D.A. have sold 1,000 Perkins engines since 1954, including sales to such territories as Spain and North Africa. Since last October over 200 Four 99s alone have been sold.

Third largest users of Perkins engines for automotive uses at present are Automobiles M. Berliet of Lyon, who first made commercial vehicles in 1906 and now produce 300 chassis a week, 20 of which are fully integral passenger vehicles. Although Berliet make their own oil engines (under licence from M.A.N., because they embody the "M" combustion system) their smallest unit is a 5-litre

engine developing 110 b.h.p.

When, therefore, Berliet decided last year to introduce a competitively priced 4-ton vehicle, it was felt that their 5-litre engine was too big whilst, at the same time, it was not worth while building a completely new unit for the 4-tonner. As a result, the Berliet GAK 4 has a Perkins P6 as standard equipment, and current production of this model is at the rate of 30 a month, although when assembly line alterations have been carried out the rate is expected to increase to 100 a month.

The P6 has the distinction of being the only non-Berliet unit employed by this well-known concern, with the exception of one or two engines of over 600 b.h.p. that have been fitted to specialized heavy vehicles. By using the P6 Berliet hope to be able to attract a new market in Europe, although the GAK 4 is expensive by British standards, the chassis-cab price in France being equivalent

to £1 540

F. Perkins. Ltd., Peterborough, are fortunate in having a live and well-organized undertaking in France to further their interests in that country. Although the number of direct exports from England to France is not high—and, indeed, is likely to fall as French production increases—royalties are paid to the British company on every engine made in France, thus the project is a useful contribution to our export drive, in addition to helping to spread the name of Perkins over an even wider area.

Rootes Adopt Perkins

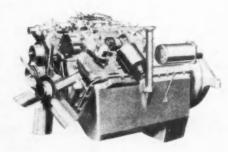
IT is announced today by Rootes that in future the sole oil-engine option for Commer Superpoise 5- and 6-tonners. Commer 4-, 5- and 6-ton forward-control models, and Karrier Gamecock 3- and 4-tonners will in future be the Perkins Six 354 5.8-litre direct-injection engine. For the forward-control models a horizontal version of this unit has been specially developed, but the standard vertical engine is employed in the Superpoise vehicles.

In the case of Commer 4-ton forward-control and Karrier Gamecock chassis, the engine is de-rated slightly to produce 92 b.h.p. (net) and 225 lb.-ft. torque. In all other models the Six 354 is rated to produce 103 b.h.p. (net) at 2,600 r.p.m. and 254 lb.-ft. at 1,450 r.p.m.

In forward-control chassis the Perkins engine is mounted at an angle of 66°, with the cylinder head towards the right-hand side of the frame. Basically, this version of the engine is the same as the vertical type, but the sump is special, and changes have been made to crankcase ventilation piping and the inlet manifold. The dynamo is mounted beneath the crankcase, whilst the injectors—being on

Six 354

A horizontal version of the Perkins Six 354 has been developed for Rootes forward-control models.



the upper side of the cylinder head—are readily accessible.

Concurrent with the introduction of this new engine, specification changes concerning the braking and transmission of the models to which the Six 354 can be fitted have been announced. A four-speed synchromesh gearbox has been introduced. This has forward ratios of 7.227, 3.478, 1.838, and 1 to 1, with an 8.431-to-1 reverse gear.

Rear-axle ratios have been revised, the Superpoise models having a home-market ratio of 5.125 to 1, and the 4-ton forward-control and Karrier Gamecock chassis having a standard ratio of 4.88 to 1. The 5- and 6-ton forward-control vehicles have 5.125-to-1 axles. Normal-and forward-control 6-tonners for export have 5.857-to-1 axles.

The revised gearings give road speeds varying between 45 and 54 m.p.h. in the case of different models, with gradient abilities ranging between 1-in-2.5 and 1-in-4.25. Braking areas have been increased, the area on the 5- and 6-ton forward-control models having been raised from 438 sq. in. to 482 sq. in., this new figure applying to the 6-ton normal-control chassis also. The 5-ton normal-control vehicle has a new braking area of 451 sq. in.



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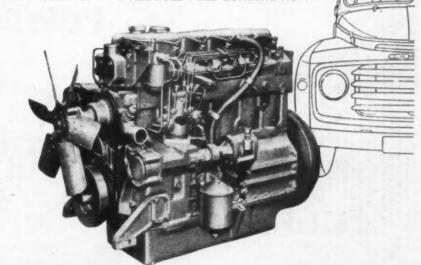
* REDUCED FUEL CONSUMPTION

COMMER

4, 5 and 6 TONNERS 94 b.h.p. and 108 b.h.p. horizontal.

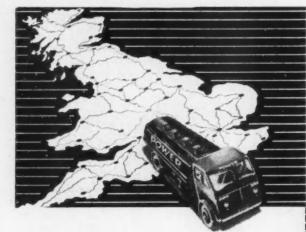
3-4 TONNERS 94 b.h.p. horizontal. Also in COMMER 'SUPERPOISE' 5-6 TONNERS

108 b.h.p. vertical.



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Commercial Vehicles Are Among Many Goods Increasingly Being Exported in a "Knocked Down" Condition: Specialists in Packing Provide a Scientific Service To Meet a Wide Variety of Commodities and Problems

By Kenneth Bowden

In 1960 a total of 15,638 goods vehicles chassis left British shores for all parts of the world in a fully assembled condition. During the same year the number of chassis exported in an unassembled condition totalled 57,898.

These are Board of Trade figures which do not include public service and other specialized vehicles not specifically annotated as goods carriers. Nevertheless, they serve to indicate quite clearly that the major percentage of the British commercial vehicle industry's exports are transported today in the conditions known as CKD (completely knocked down) or SKD (semi-knocked down). An analysis of figures for previous years indicates, furthermore, that the use of these methods is increasing, and will continue to do so in direct relation to the growth of exports.

It is, of course, an entirely logical development on a number of counts, the main one being that of reduced import duty in many markets on unassembled units compared to those partially or completely built up. Of almost equal consideration are transportation costs. Shipment rates are normally based on bulk, and a vehicle expertly crated in parts is invariably a lesser object than when fully assembled, besides being considerably easier to handle.

Among other major factors are the decreased incidence of damage with modern, highly specialized CKD methods; and, of increasing importance, the employment of related company or general local labour on assembly at the delivery point, which in some countries leads to advantageous import terms and is occasionally allied to home production of certain components for fitting to the imported units.

Such, indeed, has been the development of CKD that today not only the mass-exporters of standard vehicles, such as B.M.C., Bedford and Ford, either have major domestic establishments for the work involved or make use of outside contractors, but that manufacturers of heavier or more specialized vehicles have found it worthwhile to set up their own CKD organizations. A typical example is Leyland Motors.

As early as 1936 Leyland used CKD for specific units, but the real growth of the system has occurred since the end of the war. The Leyland organization is such that it is found possible to infuse packing and shipping operations into the normal methods of production, and a separate specialized system or personnel have not been found necessary.

(Continued on page 463)



Early stage in the packing of Morris cars for export CKD. Each load is built up on a pre-formed base, the case being made up as loading progresses. Parts are moved from the stillages into boxes from which the packers work.



A further stage in the movement of Morris cars. Parts are brought in already loaded into stillages by the manufacturer. The art of CKD is getting the right bits in the right number in the right box for the right place. E.P.S. employ nearly as many checkers as they do loaders and packers.

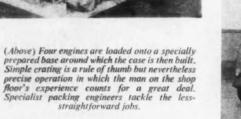


Final stage in the Morris line. Completed cases are bitumenized and weather-protected with paper, capping strips are added, and the cases are stencilled. Inside protection against damp is effected with layers of a special paper which gives off an oil film.

(Right) Morris oil engines transported from Midland plants await off-loading onto trolleys from semi-trailers left at Chipping Warden. The hangar is one of three of this size developed for scientific packing. In this one engines are packed four to a case.



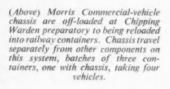


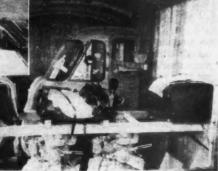






(Above) A general view of one of the main vehicle processing lines at the E.P.S. plant. Basic carpentry occupies one half of the hangar, timber flowing in from the adjacent mill at one end, cased vehicles flowing out at the other. (Right) B.M.C. forward control F.G. series cabs and parts, including oil engines, loaded CKD in railway containers.





Like all manufacturers, Leyland are limited in their application of CKD by import restrictions and foreign market conditions. Whatever the future holds in terms of expanding the use of this method, however, Leyland like to retain full control of all operations concerning their products, and there is no doubt that the reins in this sphere will remain firmly in their hands.

Another factor is their belief that they can handle their own packing transportation more economically than it could be done outside the organization, an argument that holds water for Leyland but which might not for manufacturers in the Midlands, where inflated labour costs, even

for ancillary work, seem insurmountable.

Among the numerous concerns of substance in the packing industry to become increasingly involved with the motor industry is Export Packing Service, Ltd., Imperial Buildings, 56 Kingsway, London, W.C.2. Two branches are operated by this progressive company to pack, store and ship a variety of goods as wide as British industry itself. One is at Sittingbourne, in Kent, and the other, at Chipping Warden, near Banbury, is conveniently situated to serve the Midland motor manufacturers.

The pictures on these pages give a fairly comprehensive impression of what is involved in the CKD process as applied to a motor vehicle or its components. It will clearly be seen that the operation which manufacturers once considered "a necessary evil" becomes, in the hands of specialists, a highly skilled and scientific process.

Export Packing Service, in common with most of their major competitors, offer a complete service to anyone with anything requiring shipment abroad. This begins with collection and extends through storage awaiting processing; packing of the type most suitable to the commodity; storage awaiting shipment; and shipment direct from the packing or storage site. Although some of the major customers, including motor manufacturers, employ their own departments for administrating both land and sea transportation, most packers, including E.P.S., offer a comprehensive service in this respect also.

Other Advantages

Even where a manufacturer controls his own shipping, the advantages of using a specialist are not simply to be found in the actual packing. In the motor industry in particular storage is a major problem which can be partially solved by utilizing a specialist packer—usually at an advantageous rate if the contract is for any quantity of goods or for a relatively lengthy period.

Obviously the size, weight, shape and composition of a unit in its completely or semi-knocked-down condition, plus the complexity of components and the protection they require in transit, are the major factors relative to the cost of a packing and shipping service. But the number of units and the length of contract that can be given will have a major bearing on a packing quotation, from which the motor manufacturer, when given reasonably stable foreign markets and an equable domestic labour climate, can in

particular take advantage.

Much of Export Packing Service's work is for the various Ministries and, simply because of the comparatively long-term contracts given, is costable on a favourable basis in comparison with commercial work. The E.P.S. executives are eager in expressing their desire for more commercial and particularly motor industry work, but at the same time are quite frank in admitting the instabilities of commercial contracts which, naturally, can adversely affect costs. Labour troubles in the British motor industry and fluctuating foreign markets are major problems. Large quantities of a reasonably standardized unit for a longish term are the packer's dream. Its realization can result in surprisingly low quotations.



Land-Rovers are packed and exported in the semi-knocked-down condition, with superstructure and wheels removed and springs compressed.

This does not mean to say, of course, that the nonstandardized or "one-off" job is not welcomed. Both at Sittingbourne and Chipping Warden, E.P.S. have considerable research and design units of a highly scientific nature.

In terms of actual packing techniques, with regard to both multiple and non-standard units, a tour of the plant indicates with impact to the layman how much money manufacturers might save on shipping costs simply by calling in a packing engineer at the drawing-board stage of creating or modifying a unit for export. At Chipping Warden there were a number of instances where a minor production-line modification could have saved thousands of pounds in packing and shipping costs.

The E.P.S. establishment at Chipping Warden at present moves out 750 tons a week, all by road, a good deal of which is B.M.C. and Rover private and commercial vehicles and components in both CKD and SKD condition.

It is estimated that a packing operation requires three times the space taken by the commodity. Consequently, the establishment appears vast in relation to the tonnage handled and the labour force, which varies between 400-500. The Chipping Warden premises amount, in fact, to 35 acres, and are what was once an R.A.F. operational training unit. Former R.A.F. hangars have been extensively converted, and today there are 200,000 sq. ft. of covered space and 150,000 sq. ft. of covered and heated packing and storage space.

Mechanical handling equipment is used extensively. Two mobile 5-ton cranes, a 10-ton gantry, one 8,000 lb., two 6,000 lb. and four 4,000 lb. fork-lifts, plus a fleet of Lister

and Ransome tugs, are constantly employed.

Although much of the traffic is moved in by the maker's own transport, or by his arrangement, E.P.S., by virtue of the service they offer, are bound to operate a flexible road transport set-up. Their own fleet consists of six prime movers, eight semi-trailers, three Queen Marys, four pantechnicons, a 30-cwt, and a 10-cwt, van. Extensive use is also made of Andy's Transport, Ltd., of Banbury, a general haulier operating some 80 vehicles, and of B.R.S.

At the present time E.P.S. are packing and shipping, CKD, complete Austin commercial units in railway containers; Morris cars and Morris-Commercial engines; Commer cabs and van bodies, and Meadows power units. Land-Rovers are being packed semi-knocked down, the wheels and superstructure removed and the springs compressed. Additionally, considerable reclamation work is handled for Jaguar and Rootes, and there is the likelihood in the near future of both commercial and private vehicle work for another major manufacturer.

Directory of Vehicle Makers

Goods and Passenger Vehicles (Excluding Battery Electrics)

A.E.C.—A.E.C. (Sales), Ltd., Southall, Middlesex. Cables: Vangastow Telex Southall.

ALBION, -Albion Motors, Ltd., Scotstoun, Glassow, W.4. Cables: Automobile Glasgow.

ATKINSON.—Atkinson Vehicles, Ltd., Winery Lane, Walton-le-Dale, Preston, Lanes. Cables: Wasons Preston.

AUSTIN.—Austin Motor Co., Ltd., Longbridge, Birmingham. Cables: Speedily Telex Northfield.

BEDFORD,—Vauxhall Motors, Ltd., Luton, Beds. Cables, Carvaux Telex Luton.

B,U,T,—British United Traction, Ltd., 96 Piccadilly. London, W.1. Cables: Britrol London.

COMMER.—Commer Cars, Lid., Luton, Beds. Cables: Komerkars Luton.

DAIMI FIR.—Transport Vehicles (Daimler), Lid.,

DAIMLER.—Transport Vehicles (Daimler), Ltd.
Daimler Works, Coventry, Cables: Daimler Coventry.

DAVID BROWN.—The David Brown Corporation, Ltd., 96-7 Piccadilly, London, W.1. Cables: Davibrown Audley London.

DENNIS.—Dennis Bros., Ltd., Guildford, Surrey Cables: Dennis Guildford.

DODGE. Dodge Bros. (Britain), Ltd., Mortlake Road, Kew Gardens, Surrey. Cables: Dodgetruks Richmond Surrey.

DOUGLAS.—Douglas Equipment, Ltd., Kingsditch Lanc, Tewkesbury Road, Cheltenham, Glos, Cables: Douglas Cheltenham.

E.R.F.—E.R.F., Ltd., Sun Works, Sandbach, Cheshire, Cables: E.R.F., Sandbach.

FODEN, Fodens, Ltd., Elworth Works, Sandbach, Cheshire, Cables: Fodenway Sandbach.

GUY,—Guy Motors, Ltd., Fallings Park, Wolverhampton, Staffs, Cables: Guymo Wolverhampton. JENSEN.—Jensen Motors, Ltd., West Bromwich, Staffs, Cables: Expert West Bromwich.

JENSEN.—Jensen Motors, Ltd., West Bromwich, Staffs, Cables: Expert West Bromwich. KARRIER.—Karrier Motors, Ltd., Luton, Beds. Cables: Karrikar Luton,

LAND-ROVER,—The Rover Co., Ltd., Meteor Wo ks, Solihull, Warwickshire. Cables: Rover Birmingham.

LEYLAND.—Leyland Motors, Ltd., Leyland, Lancs, Cables: Leymotors Leyland.

LOMOUNT.—Lomount Vehicles and Engineering Ltd., 40 Piccadilly, London, W.1. Cables: Lomoun London,

MACK.—Mack Trucks (Britain), Ltd., North Street, Barking, Essex. Cables: Mactrucks Barking.

MORRIS.—The Nuffield Organization, Cowley Oxford, Cables: Volturette Oxford.

OPPERMAN MOTOCART.—S. E. Opperman, Ltd., Stuart Works, Stirling Corner, Boreham Wood, Herts. Cables: Gearcut Elstree.

PASHLEY.—W. R. Pashley, Ltd., Chester Street, Birmingham, 6. Cables: Carcyc Birmingham.

RELIANT.—Reliant Engineering Co. (Tamworth) Ltd., Watling Street, Twogates, Tamworth. Staffs Cables: Reliant Tamworth 336.

ROWE,—M. G. Rowe (Motors) Doublebois, Ltd., Liskeard, Cornwall. Cables: Rowmo Liskeard.

SCAMMELL,—Scammell Lorries, Ltd., Tolpits Lane, Watford, Herts. Cables: Twelfton Watford. SEDDON,—Seddon Diesel Vehicles, Ltd., Oldham, Lanes. Cables: Seddon Oldham.

S.D.—Shelvoke and Drewry, Ltd., Leichworth Herts, Cables: Sheldry Leichworth,

STANDARD.—Standard Motor Co., Ltd., Canley. Coventry. Cables: Flywheel Coventry.

SUNBEAM.—Sunbeam Trolleybus Co., Ltd., Wolverhampton. Cables: Sunbeam Wolverhampton.

THAMES.—The Ford Motor Co., Ltd., Dagenham, Essex. Cables: Fordmotor Dagenham.

THORNYCROFT.—Transport Equipment (Thorny-croft), Ltd., Basingstoke, Hants, Cables: Thorny-croft Basingstoke,

TROJAN,—Trojan, Ltd., Purley Way, Croydon, Surrey, Cables; Trojan Croydon,

T.V.W.—Transport Vehicles (Warrington), Ltd., Winwick Street Factory, John Street, Warrington, Lancs,

UNIPOWER,—Universal Power Drives, Ltd., Aintree Road, Perivale, Middlesex, Cables; Unipower Phone London,

W. & E.—Wales and Edwards, Ltd., Wyle Cop. Shrewsbury. Cables: Morservice Shrewsbury.

WARRINGTON WHEEL.—Warrington Wheel Co., Ltd., Hawleys Lane, Warrington, Lanes. WHEATLEY.—F. W. Wheatley (Trailers), Ltd., Wheatley Avenue, Peterborough, Northants.

WHITLOCK.—Whitlock Bros., Lid., Great Yeldon, Essex. Cables: Whitlock Great Yeldon,

Essex. Cables: Whitlock Great Yeldon.

WOOLDRIDGE.—M. and G. Wooldridge, High

YORK.—York Trailer Co., Ltd., St., Mark's Road. Corby, Northants, Cables: Yorktra Corby

Battery Electric Road Vehicles

AUSTIN ELECTRICAR.—Austin Crompton Parkinson Electric Vehicles, Ltd., Morrison Works, Garden Street, South Wigston, Leics, Cables: Mortric Wigston.

BRUSH.—Brush Electrical Engineering Co., Ltd., Battery Electric Vehicle Department, Falcon Works, Loughborough. Cables: Brushcoach, Loughborough.

ELECTRUK.—T, H. Lewis, Ltd., Station Estate, Balmoral Road, Watford, Herts.

GRAISELEY.—The Graiseley Truck Co., 82 Warstones Road, Wolverhampton, Staffs,

HARBILT,—Harborough Construction Co., Ltd. Harbit Works, Market Harborough, Leics, Cables: Harbitt Market Harborough.

MANULECTRIC.—The Stanley Engineering Co., Ltd., Esham, Surrey.

MORRISON ELECTRICAR.—Austin Crompton Parkinson Electric Vehicles, Ltd., Morrison Works. Garden Street, South Wigston, Leics, Cables. Mortric Wigston.

SMITH'S N.C.B.—Smith's Delivery Vehicles, Ltd. Team Valley, Gateshead, 11, Cables: Sevec Gateshead.

TOMLINSON.—Fominson (Electric Vehicles), Ltd., Minster Lovell, Oxford.

VICTOR.—Victor Electrics, Ltd., Burscough Bridge. Ormskirk, Lancs.

W. & E.-Wales and Edwards, Ltd., Wyle Cop. Shrewsbury. Cables: Morservice Shrewsbury.

Dump Trucks

A.E.C.—A.E.C. (Sales). Ltd., Southall, Middlesex. Cables: Vangasiow Telex Southall.

ATKINSON.—Atkinson Vehicles, Ltd., Winery Lane, Walton-le-Dale, Preston, Lanes. Cables:

AVELING - BARFORD.—Aveling - Barford, Ltd., Invicta Works, Grantham, Lines. Cables: Invicts Grantham Telex.

CHASESIDE.—Chaseside Engineering Co., Ltd., Station Works, Hertford, Cables: Chaseside Hertford,

DOUGLAS.—Douglas Equipment, Ltd., Kingsditch Lane, Tewkesbury Road, Cheltenham, Glos. Cables: Douglas Cheltenham

E.R.F.—E.R.F., Ltd., Sun Works, Sandbach, Cheshire. Cables: E.R.F. Sandbach,

FODEN,—Fodens, Ltd., Elworth Works, Sandbach, Cheshire. Cables: Fodenway Sandbach.

JOHNSON.—C. H. Johnson (Machinery), Ltd., Adswood Road, Stockport, Cheshire. Cables: Machinery Stockport,

LINER.—Liner Concrete Machinery Co., Ltd., 183 Park Road, Gateshead, S. Cables: Liner Gateshead.

MOTOR RAIL.—Motor Rail, Ltd., Simplex Works. Bedford. Cables: Simplex Bedford.

MUIR-HILL.—E, Boydell and Co., Ltd., Elsinore Road, Old Trafford, Manchester, 16, Cables: Muirhill Manchester.

ROAD MACHINES.—Road Machines (Sales), Ltd., West Drayton, Middlesex, Cables: Roadmach West Drayton.

SCAMMELL.—Scammell Lorries, Ltd., Tolpits Lane, Watford, Herts. Cables: Twelfton Watford

THWAITES.—Thwaites Engineering Co., Ltd., Welsh Road Works, Cubbington, Learnington Spa., Warwickshire. Cables: Thwaites Learnington Spa.

WRIGLEY.—Wessex Industries (Poole), Ltd., Dolphin Works, West Street, Poole, Dorset, Cables: Industries Poole.

Trailers and Semi-trailers

ALPERSON.—Alperson Products, Ltd., Fordham Road, Newmarket. Cables, Streamlite Newmarket. BODEN,—Boden Trailers, Ltd., Higginshaw Works, Royton, Oldham, Lancs.

BOYS.—Henry Boys and Sons, Ltd., Pleck, Walsall, Staffs, Cables: Boys Walsall 2181.

BRAMBER.—The Bramber Engineering Co., Ltd., Springbok Works, Waterloo Road, London, N.W.2. Cables: Obscarreom Norphone.

BROCKHOUSE.—J. Brockhouse and Co., Ltd.,

BROCKHOUSE.—J. Brockhouse and Co., Ltd., Victoria Works, West Bromwich, Staffs. Cables: Brockhouse West Bromwich.

B.T.C.—British Trailer Co., Ltd., Richmond Road, Trafford Park, Manchester, 17. Cables: Trukantrak Manchester Telex.

CARRIMORE.—Carrimore Six-Wheelers, Ltd. North Finchies, London, N.12 Cables: Sixwheela London N.12.

CRANES,—Cranes (Dercham), Ltd., East Dercham, Norfolk. Cables: Crane Dercham,

D.B.—B. Dixon-Bate, Ltd., Bridge Works, Chester, DYSON,—R. A. Dyson and Co., Ltd., Grafton Street, Liverpool, 8. Cables: Ignition Liverpool.

EAGLE.—Eagle Engineering Co., Ltd., Eagle Works, Warwick. Cables: Eagle Warwick.

EEZION.—Ibbett Engineering Co., Ltd., Ampthill Road, Kempston Hardwick, Bedford, Cables: Conveyors Bedford.

FOX.—Fox Trailers, Ltd., Victory Works, Woodend Avenue, Speke Liverpool, 24. Cables: Foxtail Liverpool.

GLOVER, WEBB AND LIVERSIDGE,—Glover, Webb and Liversidge, Ltd., 561 Old Kent Road, London, S.E.I. Cables: Glomova Sedist London, u.10. HANDS.—Hands (Letchworth), Ltd., New Icknield Way, Letchworth, Herts, Cables: Hands Letchworth,

LANSING - BAGNALL.—Lansing - Bagnall, Ltd., Kingsclere Road, Basingstoke, Hants. Cables: Bagnallic Basingstoke. LOLODE.—Low Loading Trailer Co., Ltd., Dean

MERRIWORTH:—Merriworth (Engineering), Ltd., London Road, Stone, Dartford, Kent,

MULTIWHEELERS.—Multiwheelers (Commercial Vehicles), Ltd., Roxeth Green Avenue, South Harrow, Middlesex, Cables: Multiwheel Norphone London,

NORTHERN,—Northern Trailer Co., Ltd., Colston Iron Works, Bishopbriggs, Lanarkshire. PITT.—Charles Pitt (Barton Stacey), Ltd., Barton

Stacey, Hants,

PRIMROSE.—Primrose Group Sales, Clitheroe
Road. Whalley, Lancs.

RICE,—Rice Trailers, Ltd., Portland Works, Cosby, Leics. Cables; Rice Cosby Leicester,

RIPPON,—Rippon Bros., Victory Works, Wood-end Avenue, Speke, Liverpool. 24.

ROBERTSHAW.—M. F. Robertshaw, Ltd., Bletchley, Bucks. Cables: Robertshaw Bletchley. ROLLALONG.—Rollaleng, Ltd., Ringwood, Hants. Cables: Rollalong Ringwood.

SCAMMELL.—Scammell Lorries, Ltd., Tolpits Lane, Watford, Herts. Cables: Twelfton Watford, SCOTTORN.—Scottorn, Ltd., Kingston Road, New Malden, Surrey, Cables: Essenn New Malden.

TASKERS.—Taskers of Andover (1932), Ltd., Waterloo Iron Works, Andover, Hants, Cables: Taskers Anna Valley.

VILLIERS,—John Villiers and Co., Ltd., 69 Knightsbridge, London, S.W.1.

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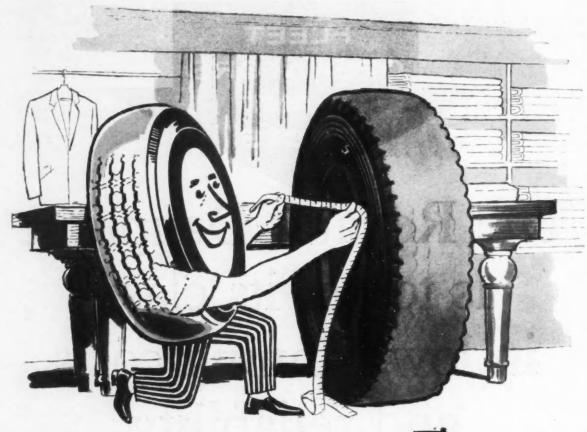
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Directory of Bodybuilders

Key: Letters (C) (T) (L) (S) and (P) indicate composite, timber, light-alloy, steel or plastics construction. Figures indicate types of bodywork: 1, passenger; 2, goods; 3, horseboxes and cattle trucks; 4, containers (lift vans); 5. insulated; 6, refrigerated; 7, tankers; 8, tipping gear; 9, ambulances; 10, fire appliances; 11. municipal vehicles; 12. other specialized types.

(C) (T) (L) (S) 2, 4, 5, 6—Abhotts (Walsall), Ltd., Hollyhedge Lane, Walsall, Staffs, Walsall 27347-8, (L) (S) 2, 4, 8, 12 (car transporters)—Abelson and Co. (Engineers), Ltd., Coventry Road, Sheldon, Birmingham, 26, Sheldon, 2424. (C) (T) (L) (S) 2, 3, 4, 5, 11—Ace Body-Builders, Ltd., Albert Road, Morley, Yorks, Morley 62, (C) (T) (D, 1) (S) 2, 4, 5, 8—Adams and Gibbon, Ltd., St. Thomas Street, Newcastle upon Tyne, 1. Newcastle 28281.

Id., St. Thomas Street, Newcastle upon Tync, I. ewcastle 28281. (C) (T) (L) (S) 2, 3, 4, 5, 6, 7—A.D.C. Vehicle nilders, Ltd., 169 Fountain Road, Hull, Hull

34119
(S) 8, 12 (Marrel detachable buckets)—Aero
Maintenance Equipment, Ltd., 12 Bruton Street,
London, W.1. Grosvenor 4577
(S) 2—Adrilow Streamlines, Ltd., Main Road, Far
Cotton, Northampton, Northampton 34301.
(C) (T) (L) (S) (P) 1, 2—Walter Alexander and
Co. (Coachbuilders), Ltd., Glasgow Road, Falkirk.
Falkirk 2372-6.

(C) (T) (L) (P) 2, 3, 4, 5, 6, 8, 9, 11—Althodies, Ltd., Dumballs Road, Cardiff, Cardiff 29889,

Late, Dumballs Road, Cardiff, Cardiff 29889, (C) (L) 2, 8, 12 (alloy "kitted" bodies)—Alloy Transport Sections, Etd., 24-30 Clement Street, Parade, Birmingham, 1, Central 7805, (C) (T) 2, 3, 4, 5—Thomas Alboyn, Ltd., Penistone Road North, Sheffield, 6, Sheffield 343985-6.

(C) (T) (L) (S) 2, 7, 11, 12—Always Welding, Ltd., Ashe Works, Ash, near Aldershot, Hants. Aldershot 20241-2-3,

(c) (T) (L) (S) 2, 7, 8, 12—Amalgamated Road-tone Corporation, Ltd., 15 Stanhope Gate, London, V.I. Grosvenor 3611. (L) (S) 7, 12—Andrews Bros. (Bristol), Ltd., 'arlton Works, Regent Street, Liverpool, 3. Mari-

time 1291.
(L) (S) 2, 8, 12—Anthony Holsts (Successors), Ltd., Braintree Road, South Ruislip, Middlesex. Viking 1244.
(C) (T) (L) (S) (P) 1, 2, 5, 6, 9, 11, 12—Appleyard of Leeds, Ltd., North Street, Leeds, 7, Leeds

(L) (S) 7—A.P.V. Co., Ltd., Manor Royal, Crawley, Sussex, Crawley 1360. (C) (T) (L) (S) (P) 2, 4, 5, 6, 11, 12 (mobile shops)—Arlington Bodybuilders, Ltd., High Road, Ponders End, Enfield, Middlesex, Howard 1266. (C) (T) (L) 1, 2—Auto-Cellulose, Ltd., Spon Lane, Smethwick, Staffs. Smethwick 0419.

(C) (S) 6, 7—Autodrome (Engineers), Ltd., Shep-y Works Estate, Shepley Road, Audenshaw, near lanchester. Ashton 5146-8.

(C) (T) (S) 2, 5, 8, 11, 12—Autolifts and Engineering Co., Ltd., Highfield Works, Highfield Road, Blackburn, Lancs. Blackburn 44671.

(C) (T) (L) (S) (P) 1, 2, 3, 5, 6, 8, 12—Auto-Service Garage (Bournemouth), Ltd., R. L. Stevenson Avenue, Bournemouth West, Hants, Westburne 63344.

(C) (T) (S) 1, 2, 3, 5, 9, 12—Avon Bodies, Ltd., lillers Road, Warwick, Warwick 777-8.

(C) (T) (L) 2, 3, 4, 5—Bailey and Thornton, Ltd., 102 Dudiey Road East. Oldbury. Birmingham. Broadwell 1846.
(C) (T) (S) 2, 3, 4, 5, 6, 8, 10, 11, 12 (mobile shops and libraries)—E. J. Baker and Co. (Dorking), Ltd., Avebury Avenue, Tonbridge. Kent. Tonbridge 3316-7.

(T) (S) 2, 4, 9, 10, 11—Bankfield Engineering Co., Ltd., 9 Hall Street, Southport, Lancs. Southport 5416.
(C) (T) 2, 5, 8—Barclay Motors, Ltd., King's Road,

Corner, Bury St. Edmunds, Suffolk, Edmunds 2345-9.

Edmunds 2345-9.

(C) (L) 2, 8. 12 (bulk-grain, mobile shops)—
Barham Bros. (Coachbullders), Ltd., Motspur Drive,
Northampton, Northampton 5415-6.

(C) (T) (L) (S) (P) 1, 2, 3, 4, 5, 6, 7, 8, 9, 10,
11, 12 (mobile offices, shops)—Barking Garage and
Engineering Co., Ltd., Wakering Road, Barking,
Essex, Rippleway 0333,

(C) (T) (L) (S) (P) 1, 2, 3, 4, 5, 6, 9, 11—
Barnaby's Motor Bodies (Hull), Ltd., Neptune Stregt
and Madeley Street, Hull. Hull 37675-6,

(C) (T) (L) (S) 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12—
O. G. Barnard and Sons, Ltd., Stowmarket, Suffolk,
Stowmarket, 621,

ownarket 621.
(T) (L) (S) 2, 3, 4, 5, 7, 8, 11—Barton Townley, 1d., King Sireet, Lancaster, Lancaster 4317-8-9, (S) 7, 12 (bulk-grain)—W, B, Bawn and Co., td., Byron Works, Blackborse Lane, London, 17, Larkswood 4411-4.

(C) (T) (L) 2, 4—Herbert Belfield and Son, Rocks hit, Smallbridge, Rochdale, Lanes, Rochdale 47014

4-7014.
(C) (T) (L) (S) 2—Birch Bros. (Motors), Ltd., Royal Mail Yard, Cathcart Street, Kentish Town, London, N.W.S. Gulliver 4433.
(C) (T) (J) (S) (P) 2—J. Blake and Co., Ltd., Hind Street, Birkenhead, Cheshire. Birkenhead

6/27-8.
(L) (S) 12 (bulk transporters, truck mixers)—
Blaw Knox, Ltd., Short's Way, Rochester, Kent.
Chatham 41041-5.
(C) (L) (S) 2, 3—Bluebird Caravans, Ltd., 452/460
Ringwood Road, Parkstone, Dorset, Parkstone

361-2-3.
(C) (T) (L) (S) 2—Boden Trailers, Ltd., Royton, idham, Lancs. Main (Oldham) 9551.
(U) (S) (P) 2, 4, 5, 6, 7, 12—Bonattack and Sons, Id., Nevendon Works, Basildon, Essex, Basildon

(C) (T) (L) (S) (P) 1, 2, 3, 4, 5, 12 (mobile show-rooms)—S. H. Boad, Etd., Lecstone Road, Wythen-shawe, Manchesuer, 22, Gailey 525-6.
(C) (T) (L) (P) 2, 3, 4, 5, 6, 8, 12—Booker Motor Boddes, Ltd., Forde Road Industrial Estate, Brunel Road, Newton Abbot, Devon, Newton Abbot, Devon

2783-6. (C) (T) (L) (S) (P) 2, 3, 4, 5, 6, 9, 10, 11, 12— Bowyer Bros. (Congleton), Ltd., West Heath, Con-gleton, Cheshire. Congleton 3733-4. (C) (T) (L) 1, 2, 3, 4, 5, 6, 11, 12—Bracebeldze Motor Body Works, Ltd., 246 Newark Road. Lin-

oln. Lincoln 20383.

(C) (T) (L) (P) 2. 4, 5, 8, 9, 10, 12 (mobile shops)

Brade-Leigh Products, Ltd., Market Place, Great

Iridge, Tipton, Staffs, Tipton 2701.

(C) (T) (L) 3, 11, 12—Bramber Engineering Co.,

td., Springbok Works, Waterloo Road, Crickletood, London, N.W.2. Gladstone 5447.

(T) 2—Bridgwater Motor Co., Ltd., Eastover,

Iridgwater, Somerset, Bridgwater 2218-9.

(S) 1. 2, 11—British Light Steel Pressings, Ltd.,

Varple Way, Acton, London, W.3. Shepherd's

lush 1230.

(C) (T) (L) (S) 1, 2, 3, 5, 6, 7, 8, 12 (medical units)—British Trailer Co., Ltd., Phoenix Works, Richmond Road, Trafford Park, Manchester, 17, Trafford Park 0865-67-78.

ration Park 1880-8-7-8.

(S) 12 (car transporters)—J. Brockhouse and Co., dd., Victoria Works, Hill Top, West Bromwich, taffs. Wednesbury 0243.

(C) (T) (L) (S) 2, 3, 4, 8—Brownhills Motor alses, Station Garage, Brownhills, Staffs, Brownlik 2336, 2307 and 2392.

(T) 2, 3—Buckland Body Works, Ltd., Buckland, ear Buntingford, Hers. Buntingford, 387.8

hilis 2336, 2307 and 2392.

(T) 2, 3—Buckland Budy Works, Ltd., Buckland, near Buntingford, Herts. Buntingford 387-8.

(C) (T) (L) (S), 1, 2, 3, 4, 5, 7, 12—H. E. Bundy (Coachbuilders), Ltd., Poole Road, Wimborne, Dorset, Wimborne 417.

(C) (S) 1—H. V. Burlingham, Ltd., Vicarage Lane, Blackpool, Lanes. Blackpool, 62251-2-3.

(C) (S) 1—H. V. BUTTIBELLION, LATE, Blackpool, Lanes. Blackpool 62251-2-3.
(L) (S) 7—Burnett and Rolfe Ltd., The Explanade. Rochester, Kent. Chatham 41766, (L) (S) 7—W. P. Butterfield (Engineers), Ltd., P.O. Box No. 38, Shipley, Yorks. Shipley 52244.

(C) (T) 2. 5, 6—Calder Coachhuilders, Ltd., Albion Mill. Cotton Street, Burnley, Lancs, Burnley 78704.

(L) (S) 12 (pneumatic-discharge)—F. E. Cafflow (Engineers), Ltd., Kirkby Industrial Estate, Liverpool. Simonswood 2461-2.

(C) (T) (L) (S) 2, 3, 4, 5, 6, 9, 11, 12—E. W. Campion and Sons, Ltd., 45 Braunstone Gate, Leicester. Leicester 23421.

(C) (T) (L) 2, 3, 5, 6, 7, 8—Capital Motor Co., Ltd., Remington Street, City Road, London, N.I. Clerkenwell 7456.

(S) 1, 2, 12 (Austin raxicabs)—Carbodies, Ltd., folyhead Road, Coventry, Coventry 24001. (C) (T) (L) (S) (P) 2, 3, 4, 5, 6, 7, 10, 12 (bulk owder)—Carmichael and Sons (Worcester), Ltd.,

Fire Engine Manufacturing Division, The Butts Worcester: Worcester 26383.

(C) (T) (L) (S) (P) 2, 3, 5, 6, 7—Carrimore Six Wheelers, Ltd., North Finchley, London, N.12 Hillside 3631-2-3-4.

Hillside 3631-2-3-4.
(C) CT) (L) (S) 2, 4, 12 (car transporters, export body kits)—Carfer Engineering Co. (Tamworth, Ldd., Industrial Estate. Lichfield Road, Tamworth, Staffs, Tamworth 1618.
(C) CT) (S) 2, 4, 8, 12—Cathedral Garage, Ltd., College Green, Bristol. 1. Bristol 20031.
(C) (T) (L) (S) (P) 2, 3, 4, 5, 8, 11, 12 (motor caravars)—Central Garage, Ltd., Parry Lane, Bradford, 4. Bradford 28475.
(C) CT) (L) 2, 3, 4, 5, 8, 11, 12—Challands Ross Co., Ltd., Canal Street, Nottingham, Nottingham

50095-6, (C) (T) (L) 2—Chester Engineering Co., Ltd., Bedford Works, Boughton, Chester, Chester 24611. (C) (T) (L) (S) (P) 2, 3, 4, 5, 6, 8, 9—Church Road Motors (Southend-on-Sea), Edd., 193-9 Church Road, Hadleigh, Essex, Hadleigh 57271. (C) (T) (L) (S) 2, 4, 5, 8, 11—Clement, Butter and Cross, Ltd., Glenhurst Road, Brentford, Middlesex, Isleworth 4511.

Isleworth 45f1.

(C) (T) (L) 2, 4, 12—Clifton Carriage Works, Avenue Road, York, York 23375.

(C) (T) (L) (P) 2, 3, 4, 5, 6, 11—Coach Bodies, Ltd., Western Lane, Nightingale Lane, London, S.W.12. Battersea 2193.

(C) (T) (L) (S) (P) 2, 4, 5, 12 (mobile shops, canteens)—Coacheraft, Ltd., Red House Road, Micham Road, Croydon, Surrey, Thornton Heath 1644.

1644.

(S) 12 (tanks for special liquids and gases under pressure)—Cochran and Co., Annan II. (C) (T) (L) (P) 2, 4, 5, 6, 10, 11, 12—Cockers of Southport, Kew Works, Meols Cop Road, Southport, Lancs, Southport, S676-7.

(C) (T) (L) (S) (P) 2, 3, 4, 5, 6, 12—Wm. Collett and Sons, Ltd., Northbrook Road, Eastern Avenue, Gioucester. Gioucester. 25323-4.

(T) (L) (S) 2, 8—Commercial Motor Garage and Repair Co., Ltd., 252-265 Kingston Road, London, S.W.19. Liberty 7611.

(C) (T) (L) (P) 2, 4, 5, 6, 9—Commercial Motors

S.W. 19. Liberty 7611.
(C) (T) (L) (P) 2. 4. 5. 6, 9—Commercial Motors (Harrow), Ltds., Sherwood Road, South Harrow, Middlesex. Byron 2287.
(C) (T) (L) 2. 3. 4—Commercial Transport Bodies, Ltds., Belfast Street, Hove, 3, Sussex. Hove 31962.
(L) 12 (mobile banks, offices, clinics)—Coventry Steel Caravans, Ltds., Newport Pagnell, Bucks. Newport Pagnell 401-2.
(C) (T) (L) (S) 2. 4. 5. 6, 7. 8. 12—Cranes (Dereham), Ltds., Dereham, Norfolk, Dereham 278-9.

(C) (T) (L) (S) (P) 1, 2, 3, 4, 5, 6, 11, 12 Cravens, Ltd., Darnall, Sheffield, 9. Sheffie

Cravens, Ltd., Darnall, Snemeru, 9. Snemeru, 94, 9101.
(C) (T) (L) (S) (P) 1, 2, 3, 4, 5, 6, 8, 9, 11, 12—Crawford, Prince and Johnson, Ltd., Syston, Leicester. Syston 2407.
(C) (T) (L) (S) (P) 2, 4, 8, 11, 12—Croft Body-building and Engineering Co., Ltd., 1609 Gallow-gate, Glascow, E. I., Bridgeton 4521.
(C) (T) (L) (P) 1, 2, 3, 9, 11, 12 (mobile shops)—George Cross and Co., Sandbrook Road Works, Orell, Wigan, Lancs, Up Holland 37.
(C) (T) 2, 5, 6, 9, 12—Cunard Commercial Body Building Co., Abbeydale Road, Wembley, Middlesex, Perivale 1046-7-8.
(C) (T) (S) 2, 3, 4, 9—John H. Curno and Son, Coxside, Plymouth, Plymouth 65464.

(C) (L) (S) 2, 4, 5, 7, 11—Darham Industries (London), Ltd., 17 Surrey Street, Strand, London, W.C. 2, Covent Garden 1122 and 2700.
(C) (T) 2—Davenport Vernoe and Co., Ltd., 31-34 High Street, High Wycombe, Bucks, High Wycombe 2400.
(C) (T) (L) (P) 2, 3, 4, 5, 10, 11—Davidson and Co., 122A Church Road, Edge Lane, Liverpool, 13, Stonewords 6372.

3. Stoneycroft 6377.
(C) (S) (F) 1, 2, 3, 4, 5, 8, 12—G. Davidson and ons. Ltd., Coach Lane, North Shields, North-

rriand.
) (T) (L) 1, 2, 3, 4, 5, 9—Sanny Dawes, Ltd.,
23 West Road, Southend-on-Sea, Essex.
hend 46984.

Southend 46984.
(C) (T) (L) (S) (P) 1, 2, 4, 5, 8—Dayson and Co. (Coschbuilders), Ltd., Watt Street, Smethwick, Staffs. Smethwick 2027-8.

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(C) (T) 2, 3, 4, 5, 8, 9, 10—Denver Motor Bodles, Ltd., Barwick Ford, High Cross, Ware, Herts, Much Hadham 298.

Herts, Much Hadham 298.

(C) (T) (L) (S) 2, 3, 4, 5, 11, 12 (mobile shops)—
Ernest Dews, Ltd., Bradford Road, Balliffe Bridge.
Brighouse, Yorks.

(C) (T) (S) 2, 4, 5, 6, 8, 11—Direct Spray Process
Co., Ltd., 159 High Street, Colliers Wood, London,
S.W. 19. Liberty 2431-3.

(C) (T) (L) (S) 2, 3, 7, 8, 10, 11, 12 (trailers)—
B. Dixon-Bate, Ltd., Chester. Chester 24034.

(C) 5, 6—L. F. Dove (C.V.), Ltd., 98 Lower
Addiscombe Road, Croydon, Surrey. Addiscombe
3151-23-3.

Addiscount (1) 131-2-3-4. (C) (T) (L) 2, 3, 4, 5, 6, 8, 10—Drake Motors. (C) (T) (L) 2, 3, 4, 5, 6, 8, 10—Drake Motors. Ltd., Laira Bridge Road, Plymouth, Plymouth

68411-7.
(C) '(T) (L) (S) 2, 3, 4, 5, 8, 12—Drew Bros.
(Frampton Cotterell), Ltd., Frampton Cotterell, Bristol, Winterbourne 3145.
(C) (S) (P) 1—Duple Motor Bodies, Ltd., The Hyde, Hendon, London, N.W.9. Colindale 6412.
(C) (L) (S) 1—Duple Motor Bodies (Midhand), Ltd., Swingbridge Lane, Loughborough, Lees.

(C) (E) (S) 1—Duple Motor Bodies (Midland), Ltds. Swingbridge Lane, Loughborough, Leics, Loughborough 4541. (L) 2, 4, 5, 6, 12 (bulk hoppers, dual-purpose hodies)—Duramin Engineering Co., Ltd., Stonefield Way, Ruislip, Middlesex, Viking 3322. (L) 2, 4, 5, 6, 12 (bulk hoppers, dual-purpose bodies)—Duramin Engineering (Lydney), Ltd., Harbour Road, Lydney, Glos, Lydney 208. (T) (L) (S) 1, 2, 3, 4, 5, 6, 7, 8, 11, 12—R. A. Dyson and Co., Ltd., Grafton Street, Liverpool, 8, Royal 8434.

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(C) (T) (L) (S) 2, 7, 8, 11—Eagle Engineering Co., Ltd., Eagle Works, Warwick, Warwick 126-7-8, (C) (L) (P) I—Eastern Coach Works, Ltd., Eastern Way, Lowestoff, Suffolk, Lowestoff 460, (C) (L) (S) (P) I, 12 (railcars)—East Lancashire Coach Builders, Ltd., Whalley, New Road Works, Blackburn, Lancs. Blackburn 5467 and 7061. (C) (T) (S) 2, 8, 11, 12 (tailboard loaders)—Edibro-B, and E. Tippers, Ltd., Ouebec Street, Bolton, Lancs. Bolton 62221. (C) (T) (L) 2, 5, 6, 8, 11, 12—Escott and Co. (Brixton), Ltd., 53 Acre Lanc, Brixton, London, S.W.2, Brixton 5407. (L) 11—Eustace and Partners, Ltd., Alliance Works, Western Avenue, London, W.3, Acorn 0011 and 9238.

0011 and 9238. (C) (T) 2—Express Motor and Body Works, Ltd., Margery Street, London, W.C.1. Terminus 3777,

(C) (T) 2, 8—Ferraris of Cricklewood, Ltd., 200-220 Cricklewood Broadway, London, N.W.2. Glad-stone 2234-5-6-7. (C) (T) (L) 2—Fielding and Bottomley, Ltd., South Parade, Haiffan, Yorks. Halifax 5481, (C) (T) (L) (P) 2, 5, 6, 8, 12—Folkestone Motor Co., Ltd., 137 Sandate Road, Folkestone, Kent Folkestone 2244.

Folkestone 2244. (C) (T) (L) (P) 2, 3, 4, 5, 6, 8, 9, 11, 12—Fox aud Sellers, Ltd., 21-29 Naylors Row, Hull. Hull 20322. (L) (P) 2, 4—Freight Engineering Co., Cray Road. Footscray, Sideup, Kent. Footscray, 6851.

(T) (L) (S) (P) 2, 4, 5—Garlick Burrell and Edwards, Ltd., Renshaw Street, Liverpool, 1, Royal

(C) (T) (L) (S) (P) 1, 2, 4, 5, 6, 9, 12—Garner Motors, Ltd., Windmill Road, Sunbury-on-Thames, Middlesex, Sunbury-on-Thames 3163.
(C) (T) 2, 3—J. Glbbs, Ltd., Longbridge House, Bedfont, Feltham, Middlesex, Feltham 6644.
(C) (T) (L) (S) (P) 1, 2, 3, 4, 5, 6, 8, 9, 11, 12 (mobile; ower ladders)—John Glbon and Son, Ltd., Jameson Place, Leith, Edinburgh, 6. Edinburgh 35418.

(C) (T) (L) (S) 2, 4, 5, 6, 11, 12—Glover, Webb and Liversidge, Ltd., 561 Old Kent Road, London. S.E.I. Bermondsey 5501.
(C) (T) (L) (S) 2, 3, 4, 5, 6, 8, 10, 12—W, H. Goddard, Ltd., Beaumont Street, Oadby 3261.
(C) (P) 12 (mobile shops)—Graham Bros., Ltd., 64 Church Street, Enfield, Middlesex, Enfield 7474-7.
(C) (T) (L) (S) 2, 4, 5, 11, 12 (light-van conversions)—Vincent Gereinbaus (Krewsbury), Ltd., Greytriars Motor Works, Shrewsbury. Shrewsbury 52321.

(T) (L) 2, 8—Gregory's of Uxbridge, Ltd., 53 igh Street, Uxbridge, Middlesex. Uxbridge

(C) (L) 1, 2, 3, 9, 11—Grose, Ltd., Kingsthorpe Road, Northampton, Northampton 32685.

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(C) (T) (L) (S) 2, 3, 4, 5, 6, 7, 8—Hands (Letchworth), Ltd., Letchworth, Hers. Letchworth (C) (T) (L) (S) 1, 2, 3, 4, 5, 6, 9, 12 (grain carriers, mobile shops)—Harkmess Coachworks, Ltd., 25–45 McTier Street, Belfast, 13, Belfast 21836-7.

(C) (L) (S) (P) 1, 2—Thomas Harrington, Ltd., Old Shoreham Road, Hove, Sussex, Hove 37555-6-7, (T) (L) (P) 2, 3, 4, 8—Harrisons of Dewsbury, Ltd., Kings Mill, Dewsbury, Yorks, Dewsbury 3184-7

(C) (T) (S) (P) 2. 5, 6, 12-Harrison's (Essex Road), Ltd., 170 Essex Road, London, N.I. Canon-(C) (T) (P) 2, 4, 5—A, E, Hawes and Son, Ltd., rockham Street, London, S.E.1. Hop 1669 and

5440. (T) (L) (S) 1, 2, 5, 6, 12—Hawson, Ltd., Windmill Road. Sunbury-on-Thames, Middlesex. Sunbury-on-Thames 3163. (C) (T) (L) (S) 2, 3, 4, 5, 6, 11—Hayden and Son, Netherhampton. Wilts. Wilton 2172. (T) (L) (S) 2, 3, 4, 5, 12—Hazlemere Motor Co. (Waltham Abbey), Ltd., Waltham Abbey, Essex. Waltham Cross 2275. (C) (T) (S) (P) 2, 4, 5, 6, 9, 10, 11—H.C.B. Engineering, Ltd., Totton, Southampton, Totton 3641-3.

(C) (T) (L) 1. 2. 3. 4. 5. 7. 9. 10. 11—Victor Healey, Ltd., The Quay, Gloucester. Gloucester

(C) (T) (L) 2, 3, 4, 5, 6, 8, 9, 12 (mobile shops, libraries)—R. Hind, Ltd., Durranhill Motor Body Works, Durranhill Road, Harraby, Carlisle, Carlisle

23647, CT) 1, 2, 3—R. G. Hodges and Co., Rainham Mark Garage, Rainham, Kent. Rainham 81128. (C) (T) (L) (P) 2, 3, 4, 5, 6, 7, 11, 12—Holmes Preston, Ltd., Homalloy Works, Blackpool Road. Preston. Preston 89233. (C) (L) (S) 5, 7, 10—Holmes-Alexander, Ltd., Hetthfall, Dumfries. (T) (L) (S) 2, 4, 5, 8, 9, 11—Hooley's Garage, Ltd., Derby Road, Nottingham, Nottingham 43503, (C) (T) (L) 1, 2, 3, 4, 9—Hotton (Coachbuilders), Ltd., Newtown Road Continuation, Hove, 4, Sussex, Hove 33812. (C) (L) (S) (P) 1, 2, 3, 4, 5, 8, 9, 12—Hulton

Hove 33812. (C) (L) (S) (P) 1, 2, 3, 4, 5, 8, 9, 12—Hulton Products (Lanes), Ltd., Norris Road. Chequerbent. near Botton, Lanes. Westhoughton 3344. (C) (T) (L) (S) (P) 1, 2, 3, 4, 5, 6—Hunter Vehicles, Ltd., Crown Works, 290 Southbury Road. Enfled. Middlesex, Howard 4184.

(C) (T) 5, 6—Insulated Storage and Display Co., Hampsted Lane, Gloucester, Gloucester 20649, (C) (T) (L) (S) 2, 3—Isles, Ltd., Stanningley, Pudsey, Yorks, Pudsey 3001.

(C) (T) (L) 2, 3, 4, 5, 8, 11, 12—Harry Jackson and Co. (Manchester), Ltd., 293A Ashnon Old Road, Manchester, 11. East 1044-5. (C) (T) (L) (S) 2, 8—Jeffreys Commercial Motors (Swansea), Ltd., Neath Road, Swansea. Swansea

288. (C) (T) (L) (P) 2, 3, 4, 5, 6, 8, 9, 10, 11, 12—
H. Jennings and Son, Ltd., Sandbach, Cheshire, andbach 262-3, (L) (S) 7—A, Johnson and Co. (London), Ltd., illiers House, Strand, London, W.C.2. Trafalgar

1541.
(C) (T) (L) (S) 1, 2, 4, 6, 9, 12 (conversions mobile shope)—Jones Bros. (Coachbuilders), Ltd., Albion Works, Old Oak Common Lane, Willesden Junction, London, N.W.10. Elgar 4802.
(T) 2, 4, 8—R. A. Jordan, Ltd., Ivel Works, Biggleswade, Beds. Biggleswade 2265-6.

(C) (T) (L) (S) (P) 2, 3, 4, 5, 8, 9, 11, 12 (mobile shops, banks)—K. and L. Ltd., Hardengreen Coachworks, Eskbank, Dalkeith Dalkeith 2342. (C) (L) (S) 1, 2, 4, 8, 11—K. W. Bodles, Ltd., Back Collins Avenue, Bispham, Biackpool, Lancs. North Shore 51930. (C) (T) 2, 4, 5—Kenden Bodles, Ltd., Fortess Grove, Fortess Road, London, N.W.S. Gulliver 2552.

(C) (L) (S) (P) 1, 2, 3, 9, 12—Kenex Coachwork, Ltd., Barwick Road, Dover, Kent, Dover

(S) 12 (bulk-delivery containers)—Kennett Handling (S) 12 (bulk-delivery containers)—Kennett Handling Equipment, Ltd., 35 Out Westgate, Bury St. Edmunds, Suffolk, Bury St. Edmunds 2549. (C) (T) (L) (S) (P) 1, 2, 5, 6, 7, 8, 9, 12 (mobile shops, clinics)—Kenning Coachwork, Ltd., Corona-tion Works, Ring Road, Beeston, Leeds, 11, Leeds

638041.
(C) (T) (L) (S) (P) 2, 3, 4, 5, 8, 9, 12 (mobile shops, crew carriers)—King and Taylor, Ltd., The Wharf. Godalming, Surrey. Godalming, 503-45-6.
(C) (T) (L) (S) (P) 2, 4, 5, 12—Kingshaud and Sons (Camberwell), Ltd., 246 Bromley Road. London, S.E.6. Hither Green 4881.

(C) (T) 2, 3, 5—Lambourn Garages and Engineering Works, Ltd., Lambourn, Berks. Lambourn 211. (C) (T) (P) 2, 5—Lawler Motors, Ltd., Ffinch Street, Deptiford, London, S.E.8, Tideway 4441-2-3. (C) (T) (L) 2, 4, 5, 6—Lawson Pigott Motors, Ltd., 184-6, East Barnet Road, New Barnet, Herts Barnet 1061-7.

(C) (T) (L) (S) 2, 3, 4, 9, 11, 12 (trailers)— Lawton-Goodman, Ltd., 135 Cricklewood Broadway, London, N.W.2. Gladstone 2226. (C) (T) (L) (S) 2, 3, 4, 5, 9—Lee Motor Works (Bournemouth), Ltd., 674-680 Wimborne Read, Gournemouth), Hants. Winton 3, (C) (T) (L) (S) (P) 2, 3, 4, 5, 6, 8, 11, 12 (mobile shops)—Leicester Carriage Builders and Wheel-wrights, Ltd., Marlow Road, Leicester, Leicester 824270.

24270. (C) (T) (L) (P) 9—Levers Garages, Ltd., Long-auscway, Farnworth, near Bolton, Lancs. Farn-1433 (433. S) 11—Lewin Road Sweepers, Ltd., Victoria Hill Top, West Bromwich, Staffs. Wednes-

bury 0243. (C) (T) (L) (S) (P) 2, 3, 4, 5, 6, 7, 8, 9, 11— Lindley Coachworks, Ltd., Tamworth Road, Long Enton, Notts, Long Eaton 459 and 4398. (C) (T) (L) (P) 2, 3, 4, 5, 6, 10, 11, 12—Loco-motors, Ltd., 154 Grosvenor Road, London, S.W.1. Victoria 6192.

ictoria 6192. (C) (T) (L) (S) (P) 9. 11—Herbert Lomas, Ltd., landforth, Wilmslow, Manchester. Wilmslow

\$258.
(L) (S) 7, 12—London Aluminium Co., Lld., Bridsnorth Road, Wombourn, near Wolverhampton, Staffs. Wombourn 2411 and 2421.
(C) (T) (L) (S) (P) 1, 2, 3, 4, 5, 6, 8, 9, 10, 12—Longwell Green Coachworks, Ltd., Longwell Green Bristol Bristol 67-3121-2.
(C) (T) (S) 2, 5, 12 (explosives containers, laboratories showrooms)—O. G. Lywood, Ltd., Borrist Hyde Road, Hayes, Middlesex. Hayes 2253-4-5.

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(C) (T) (L) 2, 12 (forestry-tractor cabs and bodies) (C) (I) (L) 2, 12 (forestry-tractor cabs and bodies)
-Mashire, Chandler and Co., Ltd., Ealing Road.
Alperton, Wembley, Middlesex, Perivale 4463-4.
(C) (T) (L) (S) 4, 5, 6, 12 (breakdown and recovery vehicles)—Mann Egerton and Co., Ltd., Cromer Road Works, Norwich.
(C) (T) (L) (S) 2, 3, 4, 5, 6, 9, 12—Manor Motors (Hillcook), Ltd., Florence Road, Laindon, Basildon, Essex, Laindon 2000.

Essex. Laindon 2000.

(C) (T) (L) (S) 2—Martow Coachbuilding and Engineering Works, New Town Road. Mariow. Bucks. Mariow 510.

Bucks, Marlow 510, (C) (T) (L) (S) (P) 1, 2, 4, 5, 6, 9, 12—Marshall Motor Bodies, Ltd., Airport Works, Cambridge, Cambridge 56291,

Cambridge 56291, (C) (T) (L) (S) 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11—Marston Motor Co., Ltd., Seven Sisters Road, Tottenham, London, N.15. Stamford Hill 8000, (T) 2, 8, 9—Maskell's (Brixton), Ltd., 297 Brixton Road, London, S.W.9. Brixton 0111, (T) (L) 1—Massey Brothers (Pemberton), Ltd., Enfield Street, Pemberton, Wigan, Lancs, Wigan 82219.

(C) 10, 11—Merryweather and Sons, Ltd., Green (C) 10, 11—Merryweather and Sons, Ltd., Green wich High Road, London, S.E.10. Tideway 1016 (L) (S) 1, 2, 4, 5, 6, 9, 11, 12 (framings only)—Metal Sections, Ltd., Oldbury, Birmingham. Broad

[541.] (L) (S) (P) 1, 2, 4, 5, 6, 9—Metropolitan-tell-Weymann, Ltd., Vickers House, Broadway, minster, London, S.W.I. Abbey 2611 and Westminster.

4181, (C) (T) (L) (S) (P) 2, 3, 4, 5, 6, 7, 9, 10, 11—Mickleover Transport, Ltd., Twyford Works, Whitby Avenue, Park Royal, London, N.W.10. Elgar 6371, (L) (S) (P) 2, 4, 5, 6, 7, 9, 10, 11, 12—Miles, Ltd., Brockworth, Gloucester, Gloucester

67011.

(C) (T) 2—John Mitchell of Greenock, Ltd., Grey Place, Greenock, Renfrew. Greenock 21313-4-5-6.

(C) (T) (L) 2, 4, 5, 8, 9—Modera Coacheraft, Ltd., St., Anns Works, Depot Road, Heaton Junction, Newcastle upon Tyne, 6. Newcastle 59183-4.

(C) (T) (L) (S) (P) 2, 3, 4, 12 (cabs)—Motor Bodies (Blackburn), Ltd., Audley Bridge, Blackburn, Lancs. Blackburn 5536.

(S) 2-Motor Panels (Coventry), Ltd., Holbrook ane, Coventry. Coventry 88061.

Lane, Coventry. Coventry 88061.
(C) (T) (L) (S) (P) 1, 2, 3, 4, 5, 6, 8, 9, 10, 11, 12 (breakdown tenders)—W. Mumford, Ltd., Abbey Garage. St. Andrew Street, Plymouth. Plymouth

63481.
(C) (T) (L) (S) (P) 2, 8, 12—Douglas Monro and Co., Ltd., Chapelhall Industrial Estate, Chapelhall, near Airdrie, Lanarks, Airdrie 2691-2-3.
(C) (T) (L) (S) 2, 3, 4, 5, 7, 8, 11, 12 (oneumatic handling)—R. Murfitt, Ltd., Weasenham Lanc, Wisbech, Cambs, Wisbech, 2551-4.
(C) (T) (L) (S) 1, 2, 3, 4, 8, 9, 10, 11—Myers and Rowman, Ltd., Distinction, Cumberland, Harrington 247-8-9.

(L) 2, 4, 5, 6, 7, 11—G. E. Neville and Son, Ltd., orest Road Mansfield, Notts. Mansfield 362. (L) 2, 3, 8—Newcastle (Staffs) Motor Co., Ltd., Newcastle Road, Trent Vale. Stoke-on-Trent. Newcastle 64621.

Newcastle 64621.
(C) (T) 2, 4—Nicholls and Sons, Ltd., St. Mary's Square, Bedford. Bedford 3363.
(C) (T) (L) (P) 2, 3, 4, 5, 6, 11—Nightingale Engineering Co., Ltd., Western Lane, Nightingale Lane, London, S.W.12. Battersea 2193.

(C) (T) (L) (S) (P) 2, 4, 5, 6, Normand, Ltd., umberland Avenue, Park Royal, London, N.W.10.

Elgar 7757.
(L) (S) (P) I—Northern Counties Motor and Engineering Co., Ltd., Wigan Lanc, Wigan, Lanc, Wigan 3465.

(C) (T) (L) (S) (P) 2, 3, 4, 5, 6, 9, 10, 11—Old-land Motor Body Builders, Ltd., High Street, Old-land Common, near Bristol, Bitton 2132. (C) (T) (L) (S) (P) 2, 3, 4, 12 (milk floats)— R. W. Obborne and Son, Ltd., Saffron Waldon, Essex, Saffron Walden 3313.

(C) (T) (L) (S) (P) 2, 5, 9, 12 (shops)—Palmer oachbuilder, Ltd., Western Works, Twickenham oad, Hanworth, Feltham, Middlesex. Feltham

S81-2.

(C) (T) (L) (S) (P) 1, 2, 4, 9, 10, 11, 12—Papworth Industries, Papworth Everard, near Cambridge. Caxton 271.

(C) (T) (L) (S) (P) 1, 2, 4, 5—Park Royal Vehicles, Ltd., Abbey Road, Park Royal, London, N.W. 10. Elgar 6522.

(C) (T) (L) 2, 3, 4, 5, 9, 11—M. R. Pascall (Sales and Export), Ltd., Holyhead Road, Oakengates, Salop, Oakengates 39.

(C) (T) (L) (S) (P) 1, 2, 3, 4, 5, 6, 11, 12 (roadrall containers)—A. C. Penman, Ltd., Dumfries. Dumfries 1957-8.

Dumfries 1957-8.
(C) (T) 2—Perry (Repairs and Service), Ltd., Invicta Works, North Finchley, London, N.12. Hillside 8888

Invicta Works, North Finchley, London, N.12. Hillside 8888.

(C) (T) (L) (S) (P) 1, 2, 4, 5, 6, 8, 11, 12. Peterborough Engineering Co., Ltd., Oxney Road, Peterborough Peterborough 5903 and 67663.

(C) (T) 1, 2—Picktree Coach and Engineering Co., Ltd., Picktree Lanc. Chester-le-Street, Co. Durham. Chester-le-Street 3160.

(C) (T) (L) (S) 2, 4, 5, 6, 9, 10, 12 (medical units and clinics)—Pilchers (Merton), Ltd., 314 Kingston Road, London, S.W. 20. Liberty 2350 and 7058.

(C) (T) (T) 2, 5, 8, 11—Pilot Works, Ltd., Manchester Road, Bolton, Lancs. Bolton 23231.

(C) (T) (P) 1, 2, 6, 9, 10, 12—Pisstons (Scarborough, Ltd., Castle Works, Scamer Road, Scarborough, Yorks. Scarborough 6011.

(S) 2, 4, 7, 8, 11, 12—Powell Duffryn Engineering Co., Ltd., Cambrian Works, Maindy, Cardiff, Cardiff 29611.

(C) (T) (L) 1, 2, 12 (mobile shops)—H. Raine and Sons, Tower Garage, Spennymoor, Co. Durhum, Spennymoor 2148, 3388 and 3394.
(C) (T) (S) 11, 12 (tower wagons)—S. Rawlinson, Ltd., Audley Range and Baker Street, Blackburn, Lancs, Blackburn 7048.
(C) (T) (L) (S) (P) 1, 2, 3, 4, 5, 6, 8, 12—Reading and Co., Ltd., London Road, Portsmouth, Hants, Portsmouth 61551.
(C) (T) (L) (S) 1, 2, 3, 4, 5, 6, 9, 11, 12—Reali (Coachbuilders), Ltd., 468-474 Bath Road, Slough, Burks, Burnham 1151-2.
(C) (T) (L) (S) 1, 2, 3, 4, 5, 6, 9, 11, 12—Reali (Coachbuilders), Ltd., 468-474 Bath Road, Slough, Burks, Burnham 1151-2.
(C) (T) (L) (S) (P), 2, 3, 4, 5, 6, 9, 10, 11, 12—Reeve (Coachbuilders), Ltd., Pilsley, Nr. Chesterfield, Derbys, Tibshelf 292.
(C) (T) (L) (S) (P), 2, 3, 4, 5, 8—Reliance Garage (Norwich), Ltd., Heigham Street, Norwich, Norwich 28911.

(C) (T) (L) (S) 2, 3, 4, 5, 8—Reliance Garage (Norwich), Ltd., Heigham Street, Norwich Norwich 28911.
(C) (T) (S) 2, 5, 12—Reynolds Boughton Engineering Services, Ltd., New Road, Dagenham, Essex Rainham 770.
(C) (T) (L) 2, 4, 5, 8—Rice Engineering Co., Ltd., Oakhall Bodyworks, 27 Coldharbour Lane, Camberwell, London, S.E.5, Brixton 2233.
(T) (L) (S) 2, 3, 4, 8—T. J. Richardson and Sons, Ltd., 100 Dudley Road East, Oldbury, Nr. Birmingham, Broadwell 1840.
(C) (T) (L) (S) (P) 2, 3, 4, 5, 6, 8, 11, 12 (bullon-van bodies, mobile shops, showrooms)—Road Transport Services (Hackney), Ltd., 21-37 Arbutus Street, London, E.B. Clissold Sp200.
(L) (S) 7, 12 (trailers)—M. F. Robertshaw, Ltd., Bietchley Bucks. Bletchley 2578-9.
(C) (T) (L) (P) 1, 2, 3, 4, 5, 8, 9, 11, 12—W. Robinson and Co., Vane Street, Wolverhampton, Staffs, Wolverhampton 21078.
(C) (T) (L) (2) 3, 4, 5, 6—Wm. and Thos. Robson, Ltd., 60 Farringdon Road, London, E.C. I. Clerkenwell 6373.
(C) (T) (L) (S) 1, 2—Charles H. Roe, Ltd., Cross Gates Carriage Works, Leeds, 15, Leeds 64-5182.

ell 6373. (C) (T) (L) (S) 1, 2—Charles H. Roe, Ltd., Cross (C) (T) (L) (S) 1, 2—Charles H. Roe, Ltd., Cross (C) (T) (L) (S) 1, 2—Charles H. Roe, Ltd., Cross (C) (1) (L) (S) 1, 2—Chartes H. Roe, Ltd., Cross Gates Carriage Works, Leeds, 15, Leeds 64-5182, (C) (T) (L) (S) (P) 2, 5, 6, 9, 11, 12—Rootes, Ltd., Len Engineering Works, Maidstone, Koent, Maidstone, S333, (T) (L) (S) (P) 2, 3, 4, 5, 6, 8, 11—Rusbton Bross, Ltd., Treales, Nr. Kirkham, Lanes, Kirkham 3170.

(C) (T) (L) (S) (P) 1, 2, 4, 5, 9, 12 (caravans)—Samiesbury Engineering, Lea., Samiesbury Airfield, Nr. Blackburn, Lancs, Mclior 666, (C) (T) (P) 1, 2, 3, 4, 5, 6, 9, 12 (mobile exhibition vehicles)—S. and B. Bodies, Ltd., Berkshire Road, Hackney Wick, London, E.9. Amherst 6661.

(C) (T) (L) (S) (P) 4, 5, 6, 7, 12 (aircraft fuellers, hydrant dispensers)—Saro (Anglesey), Ltd., Beaumaris, Anglesey, Beaumaris 130. (C) (T) (L) 1, 2, 3, 4, 5, 6, 9, 12—Cecil Sanoders, Ltd., Works Road, Letchworth, Herts, Letchworth

640.

(C) (T) (L) (S) (P) 2, 3, 4, 5, 6, 10, 11—G. Scammell and Nephew, Ltd., Fashion Street, Spitalicids, London, E.1. Bishopsate 3521.

(C) (T) (L) (S) (P) 2, 5, 7, 12—Scottorn, Ltd., Victor Works, Kingston Road, New Malden, Surrey, Malden 3633.

(C) (S) 8—Sheppard Fabrications, Ltd., Rymer Lane, Barnham, Nr. Thetford, Norfolk, Elveden 91-2-3-4-5.

Lane, Barnnam, Nr. Inctiord, Nortoix, Elvecoen 91-2-3-4-5.

(C) (T) (L) (S) 1, 2, 3, 4, 5—B, R. Shreeve and Sons, Ltd., Belle Coach Works, Horn Hill, Lowestoft, Suffolk. Lowestoft 669.

(C) (T) (L) 2, 3, 4, 5, 6, 8—Silverdale Motor Bodies, Ltd., York Road, Hall Green, Birmingham, 28. Springhéld 4466-7.

(C) (T) (L) 2, 4, 5, 6, 9, 10, 11—A, E. Smith and Son (Kettering), Ltd., Carrington Street, Kettering, Northants, Kettering 2638.

(C) (T) (L) 2, 3, 4, 5—A, F. Smith and Son (Coachbuilders), Ltd., 9 Granville Street, Peterborough, Northants.

(C) (T) (L) (S) (P) 2, 3, 4, 5—6, 9—G, C. Smith (Coachworks), Long Whatton, Loughborough.

(T) 2-Smith and Blackwell, Ltd., 325 Essex (C) (1) 2—Smith and backwen, Ltd., 325 Esse Road, London, N.1. Canonbury 6451. (C) (T) (L) (S) (P) 2, 4, 5, 6, 12 (mobile shops and cantens)—Smith's Delivery Vehicles, Ltd., Team Valley, Gateshead-on-Tyne, 11. Newcastle

Team Valley, Gateshead-on-Tyne, 11. Newcaste 7-5484.

(C) (T) (L) (S) (P) 2. 3, 4, 5, 6, 8, 9, 12—S.M.T. Sales and Service Co., Ltd., Roseburn Street, Edinburgh, 12. Fountainbridge 2488.

(C) (T) (L) (S) 1, 2, 3, 4, 5, 7, 8, 11, 12—J. H. Sparshatt and Sons (Southampton), Ltd., The Causeway, Redbridge, Southampton, Totton 2258.

(C) (T) (L) (S) 2, 3, 4, 5, 8, 11, 12—J. H. Sepaborough Engineering Co., Ltd., Union Road, leckmondwike, Yorks, Heckmondwike 1411.

(C) (T) (L) (S) 1, 2, 3, 4, 5, 6, 9, 11, 12—Spurling Motor Bodies, Ltd., Edaware Road, The Hyde, London, N.W.9. Colindale 7171.

(C) (T) (L) (S) 1, 2, 3, 4, 5, 6, 9, 11, 12—Spurling College (B.T.C.), Chapham, London, S.W.4. Macaulay 1144.

(C) (T) (L) 1, 2, 3, 4, 8, 9, 12 (Ge-erroam vehicles)—Stanhay (Ashford), Ltd., Elwick Works, Ashford Kent, Ashford 1170.

(C) (T) (L) (P) 2, 3, 4, 5, 6—Star Bodies (B.T.C.), Cld., Star Works, Spencer Street, Hollinwood, Lanes, Main (Oldham) 6566 and 7938-9.

(C) (T) 1, 2, 9, 12—Thomas Shartin, Juar., Ltd., 71 Aston Road North, Birmingham, 6. Aston Cross 2011.

(C) (T) (L) (S) 2, 5, 7, 8, 11, 12 (aircraft fuellers-steel Barrel Co., Ltd., Phoenix Works, Uxbridge.

2011.
(C) (T) (L) (S) 2, 5, 7, 8, 11, 12 (aircraft fuellers)
—Steel Barrel Co., Ltd., Phoenix Works, Uxbridge,
Middlesex, Uxbridge, 38835-6-7, 8, 10, 11, 12 (electric
milk trucks)—Strachans Successors, Ltd., Wales
Farm Road and Victoria Road, North Acton,
London, W. 3, Acorn 9033.
(C) (T) (L) (P) 2, 3, 5—Super Line Bodies, Ltd.,
Sugar House Lanc, Stratfurd, London, E.15, Maryland 4455.

(S) 12 (bulk containers)—N. Tamplin and Co., Ltd., Birdham, Chichester, Sussex. Birdham 370, (C) (T) (S) 2, 7, 12—Taskers of Andover (1932), Ltd., Waterloo Iron Works, Andover, Hants

(C) (T) (S) 2, 7, 12—Taskers of Andover (1932), Ltd., Waterloo Iron Works, Andover, Hants. Andover 2312. (T) (S) 8—Telehoist, Ltd., Manor Road, Cheltenham, Glos. Cheltenham 53254. (C) (T) (L) (S) 2, 12—W. Thomass and Co., Wellington Works, Great Bridge Street, West Bromwich. Staffs. Tipton 1853. (L) (S) (P) 7, 12 (aircraft fuellers)—Thompson Bros. (Bilston), Ltd., Bradley Engineering Works, (C) (T) (L) (P) 2, 12 (caravans, trailers)—Thomasons (Carron), Ltd., Skaithmuir Mill. Carron, Falkirk. Larbert 393. (C) (T) (L) 2, 3, 4, 8—J. H. Thorne and Son, Condover, Salop, Bayston Hill 243. (C) (T) 1, 2, 9—W. L. Thursood (Coachbuilders), Ltd., Widbury Hill, Ware, Herts. Ware 2383 and Hertford 4334. (T) (L) 2, 3, 4, 5, 6, 8—Tee and Son, Ltd., 723 Wimborne Road, Bournemouth, Hants. Winton 2000-1-2.

Wimborne Road, Bournemouth, Hants, Winton 2000-1-2. (C) (T) (L) (S) 2. 4, 5, 6—H. Tidd and Sons, 34 Scarborough Road, Finsbury Park, London, N.4. Archway 1420 and 3918. (C) (T) (L) 2, 4, 5, 11—Oswald Tillotson, Ltd., Summit Works, Burnley, Lanes, Burnley 2201. (T) (S) 8—Tipper Conversions, Greets Green, West Brumwich, Staffs, Tipton 1930. (C) (T) (L) 2, 3, 4, 5, 6, 8—Tiverton Coachbuilders, Ltd., Blundells Road, Tiverton, Devon, Tiverton, 2509.

Tiverton 2509.

(C) (T) 2—Trialty Garage Co., Ltd., Skircoat Road, Halifax, Yorks, Halifax 3701-2.

(C) (T) 2, 3, 4, 5, 6, 9—E. A. Tarner (Kingston), Ldd., 163 London Road, Kingston-upon-Thames. Surrey, Kingston 0142-3.

(L) (S) 7-Universal Boilers and Engineering Co.,

Ltd., Britannia Works, Queensgate, Burniey, Lancs Burniey 4102 and 7738-9 (C) (T) (L) 2, 4, 5, 6, 8—University Commercials and Coachwork, Ltd., 99-117 Boston Road, Han-well, London, W.7. Esting 2611.

(C) (T) (L) (P) 2, 3, 4—Vickers Motor Body Co., Ltd., Target Road, Tipner, Portsmouth, Hants. Portsmouth 63139. (C) (T) 3—Vincents of Reading, Ltd., Station Square, Reading, Berks, Reading 54204.

(C) (T) (S) (P) 2, 5, 9, 11, 12 (van conversions)—Wadham Bros. (Coachbuilders), Ltd., London Road, Waterlooville, Hants. Waterlooville 2641. (C) (T) (L) (S) (P) 1, 2, 5, 9, 11, 12 (oil fields vehicles)—B. Walker and Son, Ltd., 1 Gammons Lane, Watford, Herts, Watford 25816. (L) (S) 2, 11, 12 (bulk carriers)—Walkers and County Cars, Ltd., Flect, Hants. Fleet 1155. (C) (T) (P) 1, 2, 9, 12 (van conversions)—Martin Walter, Ltd., Utilicom Works, Cheriton Road, Folkestone, Kent, Folkestone, 51844. (C) (T) (L) (P) 2, 4, 5—J. Ward and Sons, Ltd., Birnam Garage, Birnam Road, London, N.4. Archway 4331-2.

way 4331-2.
(C) (T) (L) (P) 2, 4, 5, 8—Warmley Motor Body Works, Station Road, Warmley, Bristol. Bristol

Works, Station Road, Warmley, Bristol. Bristol, 67-4127.
(C) (T) (L) 2, 4, 5-P. W. Watson and Sons, Ltd., 128 St. Peter's Street, Lowestoft, Suffolk. Lowestoft 683-4.
(L) 12-Weldalloy Division of Syefflia Manufacturing Co., Ltd., Luton Road, Dunstable. Dunstable 1340.
(C) (T) (L) (S) 8, 12-Welford Engineering (Oldbury), Ltd., Hainge Road, Tividale, Tipton, Staffs. Lipton 2721-2.
(C) (T) (L) 2, 3, 4, 5, 6, 9-Charles Wensley and Sons, Ltd., Ings Road, Wakefield, Yorks Wakefield 2294-5.
(T) (S) 2-Westfield Autocar Co., Ltd., Westfield Avenue, Edinburgh, 11. Donaldson 3222-7.
(C) (T) (L) (P) 2, 3, 9, 11-Westgate Motors (Wakefield), Ltd., Austin House, Wakefield, Yorks Wakefield 4222.
(T) (S) 2, 8-Weston Works (Birmingham), Ltd., Weston Lane, Greet, Birmingham, 11. Acocks (C) (T) (L) (S) (P) 1, 6-Weymann's, Ltd., Additional Control of the Control of the Control of the Control of Cont

Weston Lane, Green, Breen, Breen, Green 3936.
(C) (T) (L) (S) (P) 1, 6—Weymann's, Ltd., Addiestone, Surrey, Weybridge 2371.
(S) 11,12—Whittock Breen, Ltd., Great Yeldham, Essex, Great Yeldham 305.
(P) 2—Sames Wilston and Co., Ltd., High Street, Yiewsley, West Drayton, Middlesex, West Drayton 3771-2-3.

(C) (T) (L) (S) (P) 1, 2, 3, 4, 5, 6, 9, 11, 12—E. Wigglesworth and Co. (Stanningley), Ltd., Bradford Road, Stanningley, Nr. Leeds, Yorks, Pudsey 3475.

3475. (C) (T) (L) 2, 3, 4, 8, 9, 10—Wilks and Meade. Ltd., Sayner Road, Leeds, 10. Leeds 30131. (C) (T) (L) (S) 1, 2, 3, 4, 5, 6, 8, 11, 12 (conversions for disabled drivers)—Willenhall. Coacheraft, County Bridge Works. Willenhall, Staffs. Willenhall, Staffs. craft, County Willenhall 565.

(C) (T) (L) (S) (P) 1. 2, 3, 4, 10—Willowbrook, Ltd., Derby Road, Loughborough, Leies. Loughborough 2652.

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(C) (T) (L) (P) 2. 4, 5, 6, 12—Wilsdon and Co., Ltd., Industrial Trading Estate, Lode Lane, Solihuli Warwicks, Solihuli 0265 and 3400.

(C) (T) (T) (L) 2. 3, 8—H. R. Wilson Scott, Ltd., Monk Meadow, Gloucester, Gloucester 24447, (C) (T) (L) (S) (P) 2. 3, 4, 5, 6, 12—Wiscanton Garages, Ltd., Station Garage, Wincanton, Somerset, Wincanton, 2321.

(C) (T) (P) 2—Wokingham Pantechnicon, 26 Sturges Road, Wokingham, Berks, Wokingham 418.

418.
(C) (T) (L) (P) 2, 3, 4, 5, 6, 9, 10, 11—Wood and Lambert, Ltd., 49 Stamford Hill, London. N.16. Stamford Hill 3434.
(C) (T) (L) 2, 4, 5—H, Woodward and Son, Ltd., Altear Works, Formby By-pass Road. Formby, Liverpool. Formby 4121.

(C) (L) (S) 1—W. S. Yeates, Ltd., Derby Road. Loughborough, Leics. Loughborough 4321.
(L) (S) 7, 11, 12 (bulk-powder vehicles)—York-shire Engineering and Welding Co. (Bradford), Ltd., Friar's Works. Bradford Road, Idle, Bradford, Yorks. Idle 470-1-2-3.
(S) 11, 12—Yorksbire Patent Steam Wagon Co., Hunslet, Leeds, 10. Leeds 7-6551.
(C) (T) (L) (S) 2, 8, 11, 12—Young's Bodyworks. (Lincolin), Ltd., Milton Street, Lincoln. Lincoln 22353-4.

(C) (T) (L) 2, 4, 5, 6, 11—Zenith Coach Builders, Ltd., 585-593 Commercial Road, London, E.1. Stepney Green 1851.

SPECIALS OR STANDARDS?

Standard Models Can Meet Certain Types of Differing Overseas Requirement, but British Makers Still Have to Provide a Wide Selection of Special Types to Suit Individual Needs: Small, Flexible Production Aids This

by John F. Moon, A.M.I.R.T.E.



HEN the widely differing requirements of British vehicle operators are considered, it is not hard to imagine the tremendous differences in requirements of overseas customers. It is fortunate for Britain, therefore, that its commercial-vehicle industry is perhaps a little more flexible than its car production. Whether selling at home or overseas, British manufacturers have had to get used to the idea of meeting specific requirements rather than selling on a "take it or leave it" basis, and only in this way has it been possible for British producers to hold their own against increasing foreign competition in long-established and new markets.

Even mass-producers have to make concessions to overseas conditions, although here—in many cases—the quantity of production makes it possible to offer a reasonably limited number of options which can be permutated to provide vehicles almost ideally suited to conditions ranging (Above) Thames vehicles supplied for use in cold climates have insulated cabs as standard. This articulated outfit is operating in Finland. (Right) Several of these 105-passenger double-deckers were built by Guy Motors, Ltd., for Johannesburg. They have Rolls-Royce oil engines.



A semi-forward-control steel cab is a feature of this E.R.F. four-wheeler built specially for a Turkish customer. It has a Gardner 6LX 150-b.h.p. oil engine, overdrive-top gearbox and heavy-duty rear axle. The chassis frame has a maximum depth of 14 in.





from arctic to tropical, and from dirt roads to motorways.

Nevertheless, "specials" have been very much a part of the British commercial-vehicle industry for many years, and will obviously continue to be so for some time to come. Whilst certain recent designs have shown that it is possible to effect a reasonable compromise towards meeting home and overseas conditions in one basic vehicle, British and overseas conditions can be so unalike as to produce the dangerous condition whereby such a vehicle could be suited to neither market.

Continental and American manufacturers are possibly more fortunate in this respect in that their home and overseas conditions are sometimes more similar, and certain of these manufacturers will not make concessions to individual requirements. This being the case, and assuming that

the operator in question sticks to his guns, the more flexible British manufacturer can possibly step in and secure an order, always assuming that it is worth his while to go to the expense of possibly evolving a completely new design with the risk of only a limited demand.

Whilst there are some small-quantity manufacturers who very rarely seem to get the chance to build even two identical vehicles for export, mass-production concerns building light- and medium-weight vehicles have been able to build and sell overseas appreciable quantities of virtually standard vehicles, sales territories including that most difficult of all areas for British manufacturers—the European mainland.

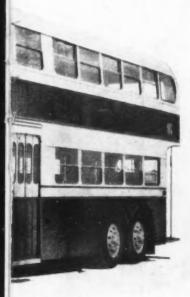
A good example of this "mass production-cum-specialization" is provided by the Ford Motor Co., whose Thames Trader range was designed with world-wide sales in mind, and whose list of production options includes most of the special equipment likely to be required by operators in overseas territories.

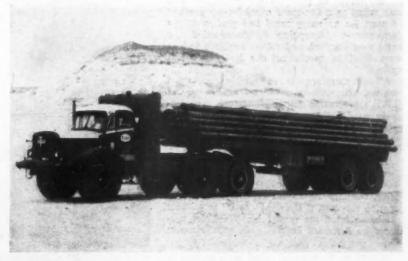
Insulated Cabs for Europe

Traders sold in Northern Europe are supplied with special cold-starting equipment and insulated cabs, whilst, in common with all Ford vehicles exported, larger tyres are supplied than would be needed in Britain. Regarding Northern Europe, Ford's have found that extra-long wheelbase vehicles are popular in Finland, as a result of which many of the vehicles sold in that country have Baico chassis extensions.

Turning to warmer climes, Traders for the African continent are supplied with tropical cabs, sun visors and so forth, although the basic chassis specification does not really differ from the European models.

Northern Africa and Western Asia share similar climates and also vast oil reserves, and oil companies like multi-wheel drive machines. To meet this need Ford have, in conjunction with All Wheel Drive, Ltd., Camberley, developed 4 x 4, 6 x 4 and 6 x 6 versions of their standard Traders which have been supplied in quantity to oil companies for prospecting and survey work. Some 400 Trader 4 x 4s were recently sold to the Indonesian army—another Asian customer. Like most vehicles sent out East, these models were shipped in knocked-down condition for assembly in Indonesia, this form of shipment being used for the Australian and New Zealand markets also.





Esso Standard (Libya) Inc., operate this Thornycroft Antar/Sandmaster tractive unit, which was exhibited at the London Commercial Motor Show last year and will be remembered for its 900-gal. fuel tank.



Although there is no market for sleeper cabs in Britain, they are popular overseas. This British example was made by Seddon Diesel Vehicles, Ltd., and mounted on a heavy-duty vehicle exported to Belgium.

An instance of a more specialized order concerning the supply of fairly conventional vehicles is given by the experience of E.R.F., Ltd. E.R.F. pride themselves on producing non-standard vehicles to suit requirements all over the world, and recently they were asked to supply some four-wheeled vehicles to a Turkish customer.

This customer demanded a relatively high top speed for long inter-city services; the ability to negotiate steep gradients; heavy-duty axles and springs, with appropriate damping; and a cab layout which would keep as much heat away from the driver as possible without taking up too much body space.

Shortly before this E.R.F. had developed a semi-forward-control cab and this was felt to be ideally suited to the latter requirement. The cab supplied, therefore, was an all-steel assembly with double-skinned roof and bench-type seats for two passengers. Maximum ventilation was provided, but a heater and demister had to be installed also to cope with extreme winter conditions.

The chosen power unit was the Gardner 6LX oil engine, which produces 150 b.h.p., and this was mated to a five-speed overdrive-top gearbox to meet the necessary speed and gradient-ability requirements. Heavy-duty double-reduction rear axles were supplied, and rubber auxiliary springs were fitted to supplement the heavy-duty leaf springs.

All told, therefore, the final vehicle specification was not extraordinary, taken piece by piece, but E.R.F.'s production flexibility made it comparatively easy for them to develop a specialized vehicle from standard components, the only really non-standard item being the chassis frame, which ha'd 14-in.-deep side members.

This Turkish example is relatively straightforward compared with some of the specialized British vehicles which have been, and are still being, built for the Middle East, and when considering this area it is difficult to do so without calling to mind the special heavy vehicles produced by Scammell Lorries, Ltd., and Transport

Equipment (Thornycroft), Ltd., concerns which now form part of the Leyland and A.E.C. groups respectively.

Both these companies have had vast experience in meeting the requirements of oil companies and have produced some spectacular 4 x 4 and 6 x 6 vehicles over the years. "Desert "Scammell Super Constructor motive units with 250-b.h.p. engines and eight-speed semi-automatic gearboxes are produced in appreciable quantities for operation in this area.

One of the significant things about these vehicles is the combination of a hydraulic coupling and a semi-automatic gearbox; because this type of transmission enables continuous torque to be maintained during gear changes, the vehicles can achieve a far higher speed on soft sand than competitive types with conventional clutches and gearboxes. This has been proved also in the case of such designs as the Atkinson Omega, another heavy 6 x 6 produced for oilfields use.

Competing Successfully

A similar transmission specification is to be found on Thornycroft oilfields heavies, the Antar and Big Ben Sandmaster models. Vehicles of this type are competing successfully in Libya and other countries against American and Continental types, and are averaging 20 m.p.g. through sand at gross train weights of between 60 and 80 tons.

The heaviest Thornycroft vehicle for this operation is the Antar/Sandmaster, and this has a Rolls-Royce turbocharged oil engine with a gross output of 300 b.h.p. Recently one of these vehicles handled a pump unit weighing 100 tons by itself—an operation normally requiring three vehicles—and returned a consumption rate of about 5 m.p.g. during the process. Fuelling is an important aspect for vehicles of this type, and the Antar/Sandmasters, for example, have 900 (U.S.) gallon fuel tanks.

While considering the African continent the importance of South Africa as an export market must not be lost sight of, and several entirely specialized vehicles have been produced by British manufacturers for this area. One type has been the Atkinson six-wheeled dumper, whilst two others with unusual specifications have been passenger vehicles, built by Albion Motors, Ltd., and Guy Motors, Ltd.

The Albion vehicles were known as the Royal Scot type



This Morris-Carmichael fire appliance is operated by Manama Municipality. It was presented to the Municipality by His Highness, the Ruler of Bahrain, outside whose palace the vehicle is seen. and were six-wheeled underfloor-engined coach models designed to meet the specific need of South African Railways for a fast, long-distance passenger vehicle. The Guy vehicles were entirely different in concept, being six-wheeled double-decker bus chassis built to the order of Johannesburg Municipal Transport to form the basis of 100-passenger vehicles. Trolleybus versions of this design were built for Johannesburg also, these employing the same basic units but being built by Guy's associate company, the Sunbeam Trolleybus Co., Ltd.

South Africa, like Australia, is a country for which it has sometimes been proved impracticable to design and build vehicles specifically suited to certain conditions, although an exception to this rule was seen in the Leyland Buffalo heavy-duty six-wheeler. In South Africa, for instance, A.E.C. are building a similar type of vehicle using a proportion of non-British components, whilst in Australia there are basically British vehicles running with engine and transmission combinations which would provide a few surprises for British operators of the same types.

Returning to Europe, but still dealing with heavy-duty vehicles, the Seddon Sirdar must be mentioned. This six-wheeler was built for Spain and, like most vehicles of its type, was a normal-control design for maximum comfort on long hauls. The Sirdar was road tested by The Commercial Motor a few years ago and was shown to be fast, powerful and economical.



An Albion Clydesdale chassis was employed for this 55-seat bus in service with Waldmans Express Bus Service, Bulawayo, The body was built by Zambesi Coachworks, Ltd., Salisbury, Rhodesia.



Albion vehicles sold in the U.S.A., such as this Chieftain, have left-hand steering, 12v. lighting with 24v. starting, heavy-duty bumpers, semi-tropical cooling and special cold-starting devices.



This recovery vehicle operates in Kuwait. It is based on a Foden FG6/20 chassis with Gardner oil engine, and has a Darlington 80.000-lb. winch and Harvey Frost 8-ton crane.

whilst the power-assistance for the steering—an inevitable feature of all vehicles of this size—made the heavyweight light to handle.

Another interesting specialist design produced by Seddons has been a rear-engined passenger chassis—still a comparative rarity by British standards. Several vehicles of this type were built for overseas, and it still seems strange that British operators have not taken so kindly to this layout so far as coaches are concerned, although it is popular throughout the rest of Europe and the U.S.A.

Mention of the U.S.A. calls to mind that even in this difficult field the British commercial industry has scored a small measure of success, the Leyland Group having sold

several vehicles there recently in addition to separate engines intended to replace American power units in American vehicles. Neighbouring Canada has proved to be another market for engines for chassis components, which are incorporated into Canadian-built vehicles.

South America is an immense potential market for vehicle manufacturers, but trading difficulties have not helped matters. Specialist vehicles have been built for this area—the 1950 Sentinel steamers being a case in point—but the conquest of this market will obviously be decided more by financial agility than by design prowess.

Whilst it seems fairly clear that most British manufacturers are—within their own fields—willing and able to formulate chassis specifications to suit most overseas requirements, certain foreign makes of vehicle can score over equivalent British designs in respect of cab layout. British makers appreciate that in hot climates it is advisable to keep the driver and the engine as far from each other as possible, but—partly because there is little call for vehicles of this type in Britain—most normal-control heavy vehicles have rather poor cabs, some of which appear to have been produced purely as afterthoughts.

Continental makers, on the other hand, devote far more care and attention to their cabs and, with the exception of E.R.F., there is no British equivalent to the semi-forward-control cab layout favoured by a number of German concerns, for example, and proving popular in many German export markets. The Bedford TK forward-control range with engine behind the cab seats is one solution to this problem, however, although, even so, many drivers do not feel happy unless they have a nice solid engine between them and a possible accident.

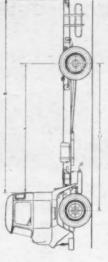
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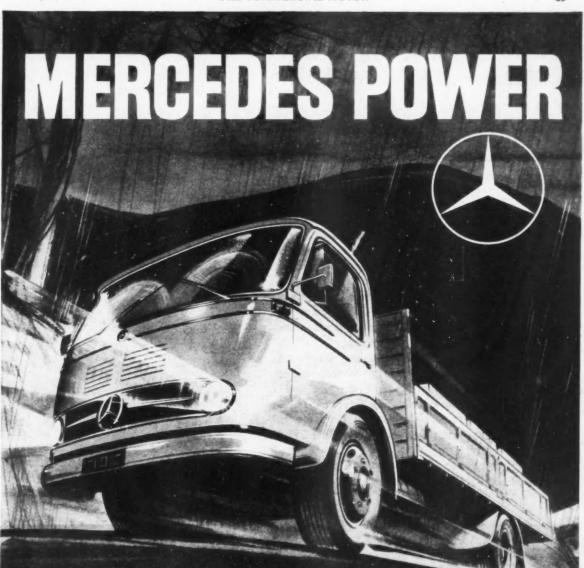
For addresses of manufacturers see page 464

WHEELED GOODS VEHICLES (INCLUDING TRACTIVE UNITS) INTERNAL-COMBUSTION THREE- AND FOUR-

Abbreviations: (T), tractor. (tip), tipper. *8-tr. wide. † Available with left-hand steering. † Export only. FUEL—P, petrol; O, oil. FINAL DRIVE— B, bevel; SpB, spiral bevel; BE, bevel and epicyclic; C, chain; DR, double reduction; DM, double helical; E, epicyclic; MP, hypoid; TA, two-speed axie; OW, overhead worm; UW, underslung worm; S, spur gear. SPEEDS (SYSTEM)—AO, air operated; E, epicyclic; C, crash; CM, constant mesh; Syn, synchromesh. BRAKES-A. air; Hy, hydraulic; HyA, hydraulic with compressed-air servo; HyY, hydraulic with vaguum servo; M, mechanical; V, vacuum. CONTROL-F, forward: SF, semi-forward; N, normal. TYRES-T, twin; p, ply rating applicable to front and rear unless otherwise indicated.



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	F. Cont. 6. 5. 5. 5. 5. 5. 5. 5. 5. 5. 5. 5. 5. 5.	6.00-16	7.00-16	7.00-16		6.40-13 6.70-13 6.70-13 6.70-13 6.70-13 7.50-16 7.50-16 7.50-20 7.50-2
Turning	EOWWW.44444777777777777777777777777777777	11.3	14.9	14.9		444466999999999999
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s. 's sad sxde	EURUCAURUCAURUCAURUCAURUCAURUCAURUCAURUC	1	1	1	nplet	
Rear of driver's bulkhead to centre of rear axle	- Eamadowwwwakkkaakagonnoka	1	1	-	c Col	
Con- trol	TenexXrrrrxXrrXrXxXxXxxxrrrrxX	z	z	z	Vich cab.	#####
No. of wheels braked and system		4Hy	4HyV	4HyV	ox. b V	***************************************
No. of fwd. speeds and system		48xm+	4Syn+	4Syn+	transfer	MWWWW 44444 A 4444 A 44
Final		OHO	OHE	HP	re via	TITIT COCCOSCIONE E LA CARRACTE DE LA COCCOSCIONE E LA CARRACTE DE LA CARRACTE DEL CARRACTE DE LA CARRACTE DE LA CARRACTE DEL CARRACTE DE LA
Engine	16-76. 20-20-20-20-20-20-20-20-20-20-20-20-20-2	89 at 2,800	110 at 1,500	110 at 1,500	our-wheel driv	82 at 2,400 85 at 2,400 86 at 2,400 86 at 2,400 86 at 3,400 86 at
Maximum b.h.p. at r.p.m.	9.5 mm 3.500 9.6 mm 3.500 9.6 mm 3.500 9.6 mm 3.500 9.6 mm 3.500 9.7 mm 3.500 9.	55 at 3,500	61 at 4,100	62 at 4,100	a Two- and	52 # 4,000 52 # 4,000 53 # 4,000 53 # 4,000 60 # 3,000
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	556 556 556 556 556 556 556 556 556 556	2,032	2,489	2,489		1.955 1.955
Maximum gross weight (with load, oil, fuel, water, etc.)	2.5.8880 2.5.8800 2.5	4,480	5,488	5,488		4.4.4.4.4.9.000000000000000000000000000
Chassis weight unladen and dry and without cab	kilog. 1,367 1,431 1,542 1,646	1,283	1,358	1,422		7035 7035 7035 7035 7035 7035 7035 7035
Chassis unla and dr withou	10. 10. 10. 10. 10. 10. 10. 10. 10. 10.	c2,828	2,994	3,134		2.5.5.5.5.5.5.5.5.5.5.5.5.5.5.5.5.5.5.5
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Payload	1.200 1.200	1,120	1,680	1,680		12.000
		:		ī		100000300000000000000000000000000000000
Make and model	AUSTIN—(Coned.) 1 +-ton 3.200 2-ton 7.200 3-ton 7.200	Sypsy SWB	Gypsy LWB	Gypsy LWB	-	9 ::::::::::::::::::::::::::::::::::::
Mak	AUSTINATION OF THE PRIME	Sypsy	Gypsy	Gypsy	- 1	0



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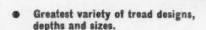
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INTERNAL-COMBUSTION THREE- AND FOUR-WHEELED GOODS VEHICLES (INCLUDING TRACTIVE UNITS)—Continued

May 5. 1	961	475								IH	E COMMI	CRI	-17	AL.	IVE	,,,	110	
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	Front 6,25-16 8,25-16 8,25-16 8,25-16 8,25-16 8,25-20 8,25-20 8,25-20 8,25-20 8,25-20 8,25-20 8,25-20 8,25-20 8,25-20 8,25-20 8,25-20 8,25-20 8,25-20 8,25-20 8,25-20 1,50-20 1,100-20	6.50	50-16	6.50-16 6-p	6.50-16 6-p	6.50-16 6-p	6.50—16 6-p.		5.00/5.60-	5.50/5.90	250-16	7.50	15	6.00/6.40	15	15	6.00/6.40	15
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Rear of driver's troil to centre of rear axle	els AKEL. - Dovest	zzz	z	z	z	z	z	Buildno	z	z	ZZZZZZZ	Z u		de Ma	M	SL.	14.	,
No. of wheels braked and system	11.0	62Hy 62Hy 62M	62M	62M	62M	62M	62M	nverter c	4Hy	4Hy		4114	404	4HA	4Hy	4Hy	4Hy	***
No of Iwd. speeds and system	65 yr	000	29	292	290	CéC	290 290	os anbio	45yn	4Syn	45yn 45yn 45yn 45yn 45yn	4570	13yn	4Syn	45yn	45yn	4Syn	-
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Maximum b.h.p. at r.p.m.	100 tt 3.600 900 tt 2.800 100 tt 2.800 1100 tt 2.800 97 tt 2.800	at 2,200	45.5 at 2,200	42.5 at 2,200	45.5 at 2,200	42.5 at 2,200	45.5 at 2,200	d system	4.75 at 4.400	52.5 at 4,600	56 at 3,000 56 at 3,000 56 at 3,000 56 at 3,000 56 at 3,000	35 3		52 at 4,500		52 at 4,500	42.3 at 3,600	22 22 3 400
Engine capa- city	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1		2.71	2.71	2.71	2.71	2.71	o so	1.39	64.	222222	97.7		49	1.62	1.49	1.62	200
No. Cyls.	5040842080848808888888888888888888888888	220	7	õ	PA	04	P4	Radi	p4	*d.	2929292	5 8	5	5 %	8	P.4	8	70
	kilog 8165 8165 8165 8165 9318 9318 10.433 1	111	1	-	1	1	1		1.346	1,511	2,540	3,447	7 007	2,087	2,087	2,087	2,087	2.4.40
Maximum gross weight (with load, oil, fuel, water, etc.)	50000000000000000000000000000000000000	111	1	1	1	1	1		2,968	3,332	5,600 6,100 7,600 7,600 7,600 7,600 7,600	000'	2,500	4,600	4,600	4,600	4,600	
Chassis weight unladen and dry and without cab	kilog. 1881.	1,996	1,987	3,352	3,307	4,082	4.037		688	923	1,256 1,256 1,347 1,399	514.	070	1.003	1,027	1,129	1,193	* 330
Chassis unit and di witho	(b) 4 4 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	4,400	4,380	7,390	7,290	9,000	8,900		096'10	02,035	2,770 2,970 2,970 2,970 3,085 3,085		2,444	2,211	2,264	e2.490	e2,630	2 344
pag	kilog 5.0880 5.0880 5.0880 5.0880 5.0880 5.0880 6.0980	111	1	1	ŧ	1	1		356	808	762 762 762 762 762 762 762 762 762 762	47C'L	70/	762	762	762	762	* 04.5
Payload	11.200 11.1200 11.1200 11.1200 11.1200 11.1200 11.1200 11.1200 11.1200 11.1200 11.1200 11.1200 11.1200 11.1200 11.1200	111		-	4	-	1		784	1.120	689 689 689 689 689 689 689 689 689 689	3,300	050.1	1.680	1,680	1.680	1,680	2 3 40
Make and model	### Contd.) ### C	950 Industrial Diesel (T) 950 Industrial Perrol (T) 950 Taskmaster Diesel	950 Taskmaster Petrol	950 Turbo Taskmaster	950 Turbo Taskmaster	Petrol (T) 950 Turbo Taskmaster	Super, Diesel (1) Super Petrol (T)	COMMER	Cob light van	Express delivery van	13-con chassis cab 13-con chassis (cab 13-con chassis (cab 13-con chassis (cab 13-con chassis (cab 13-con chassis (cab	Tig-ton chassis Forward-control:	and chassis front-	end the chassis/cab	†#-ton chassis/cab	13-ton van	†2-ton van	Market use

INTERNAL-COMBUSTION THREE- AND FOUR-WHEELED GOODS VEHICLES (INCLUDING TRACTIVE UNITS)—Continued

Make and model Payload unladen and dry and without cab without cab		6,720, 3.048, 4.187, 5.05, 5.0	8.960 4.064 4.724 8.960 4.064 4.724 8.960 4.064 4.724 8.960 4.064 4.907 11.200 5.080 5.264 11.200 5.080 5.264 11.200 5.080 5.264 11.200 5.080 5.404 6.096 5.404 6.005 5.404 6.005 6.	24,640 11,176 66,804	\$110-11-on tractor 24,640 11,176 56,875	24,640 11,176 56,952	26,880 12,192 66,916
weight den y and r cab fu	kilog 1,321 2,009 1,286 8	1.888 1.25 1.888 1.25 1.888 1.25 1.888 1.25 1.25 1.25 1.25 1.25 1.25 1.25 1.25	22 22 22 22 22 22 22 22 22 22 22 22 22	3,086 636	3,118 c3	3,153 638	3,137 (39,
Maximum gross weight (with load, oil, fuel, water, etc.)	15. kilog. 6.940 3,148 8.060 3,656 8.060 3,656 8.060 3,656	12,400 5,625 1,627	5.200 7.348 6.200 7.348 6.200 7.348 6.200 7.348 6.200 7.348 6.200 7.348 6.200 7.348 6.200 7.348 6.200 7.348 6.200 7.348 6.200 7.348 6.200 7.348 6.200 7.348 6.200 7.349 6.200	c36,200 16,42	c34,000 15,422	c35,000 15,876	9,200 17,781
No. No.	22020	55555500000000000000000000000000000000	**************************************	20 03	22 03	6 03	M 03
Engine capa- city	12.25 22.25 22.25 22.25 22.25 22.25	**************************************	444004440044400003535000354400003555000355555555	3.26	3.26	3.26	3.26
Maximum b.h.p. at r.p.m.	56 at 3,000 56 at 3,000 56 at 3,000 56 at 3,000 56 at 3,000	99 9 8 8 9 100 9 9 9 8 8 9 100 9 9 9 8 8 9 9 100 9 9 9 9 8 8 9 9 9 9 9 9 9 9 9 9 9 9 9	110 RE 30000 RE 300000 RE 30000 RE 3000	105 at 2,400	105 at 2,400	105 at 2,400	105 or 2 400
Engine	16./ft. 100 at 1.750 104 at 1.600 100 at 1.750 104 at 1.600 100 at 1.750	100 pt 400 pt 40	215 at 1600 218 at 1600 218 at 1300 218 at 1300 228 at 1300 228 at 1300 228 at 1300 228 at 1300 228 at 1300 220 at 1200 220 at	270 at 1,200	270 at 1,200	270 at 1,200	270 at 1 200
Final Sp. drive Sy.	22222	NANANANANANANANANANANANANANANANANANANA	NNNNNNNNNNNNNNNNNNNNNNNNNNNNNNNNNNNNNN	SpB	SpB	SpB	0.0
No. of No. of fwd. wheels speeds braked and and system	45yn 4H 45yn 4H 45yn 4H			4Syn 4Hy	45yn 4HyV	45yn 4HyV	-
els Con-	****	*****	44 14 14 14 14 14 14 14 14 14 14 14 14 1	>	×	× ×	- N
Rear of driver's bulkhead to centre of rear axle		の回の日の日の日の日の日の日の日の日の日の日の日の日の日の日の日の日の日の日の	200000000000000000000000000000000000000		6 2	6 2	
	E75000	24444444444449999999999999999999999999	**************************************	9.1	9.7	9:1	0
Rear of driver's bulkhead to end of frame	999999 999999 999999	00000000000000000000000000000000000000	00000000000000000000000000000000000000	-	9 11 3.0	8 8 2.6	44
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Ground	19.00 19.00 19.00 19.00 19.00		สสสสสสสสสสสสสสสสสสสสสสสสสสสสสสสสสสสสสสส	22.1	22.1	22.1	-
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yres	Rear 7.00—16.8-p 7.50—16.8-p 7.50—16.8-p 7.50—16.8-p	6.50—207 E-6 6.50—		20T			200

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INTERNAL-COMBUSTION THREE. AND FOUR-WHEELED GOODS VEHICLES (INCLUDING TRACTIVE UNITS)—Continued

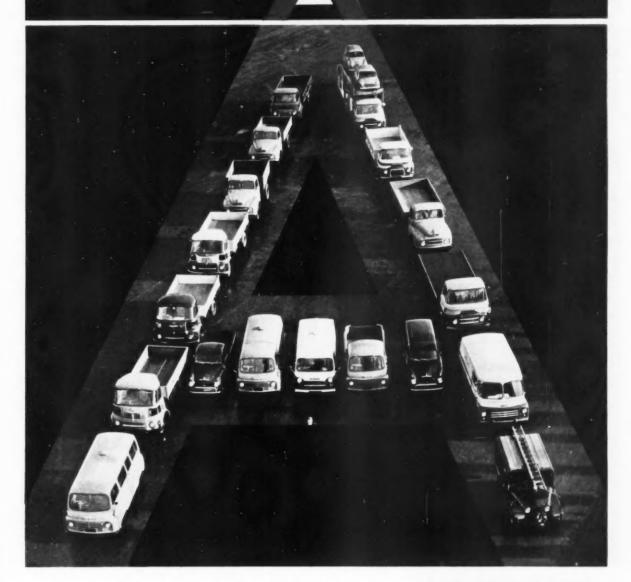
May 5, 1	961					•	477									IH	E	CO	INE	ME	.111	J. 1.77	L	NI	01		
Tyres	Rear 7.50—20T 12-p 7.50—20T 12-p 7.50—20T 12-p	7.50—16.7 8-p 7.50—20.1 10-p 7.00—20.1 10-p 7.00—20.1 10-p 7.00—20.1 10-p 7.50—20.1 10-p	7.00—201 10-p 7.00—201 10-p 7.50—201 10-p	7.50-20T 10-p	7.50-20T 10-p	7.50-20T 10-p	-20T	-20T	7.50-20T 10-p	7.50-20T 10-p	8.25-20T 12-p	7.50-20T 10-p	8.25-20T 12-p														
	Front 7.50—20 7.50—20 7.50—20	7.50—16 7.50—16 7.00—20 7.00—20 7.00—20	7.00—20	7.50-20	7.50-20	7.50-20		T	7.50-20	7.50-20	8.25-20	8.25-20	8,25-20	8.25-20	8.25-20	8.25-20	8.25-20	8.25-20	7.50-20	7.50-20	7.50-20	7.50-20	7.50-20	7.50-20	7.50-20	7.50-20	8.25-20
Turning	11 11 11 11 11 11 11 11 11 11 11 11 11	227 227 227 237 247 245 245 245 245 245 245 245 245 245 245	48 14.6 54 16.5 41 12.5	474 14.5	51 15.5	54 16.5	12.5	-611	51 15.5	54 16.5	112.5	474 14.5	51 15.5	54 16.5	41 12.5	471 14.5	51 15.5	54 16.5	41 12.5	474 14.5	51 15.5	54 16.5	41 12.5	474 14.5	51 15.5	54 16.5	41 12.5
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Ground	81 22.81 22.81 22 81 22 81 22 81 22 81 22 81 22 81 22 81 81 81 81 81 81 81 81 81 81 81 81 81	Seeses S	000	6	6	6	-	-	9	6	94 2	94 2	94 2	99	9-8-	16	16	16		0	0	6	0.	0	0	0	16
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Wheelbase	ft. in. m. ft. in. m. in. cm. 98 8 2.6 7 10 2.4 88 22.1 88 22.1 88 2.21 88 2.21 88 2.21 88 2.21 88 2.21 88 2.21 89 2.2	44000-0	12 6	11 6	12 10	13 104	9 6	11 6	12 10	13 105	9	11 6	12 10	13 104	9 6	9 11	12 10	13 109	9 6	11 6	12 10	13 104	9 6	11 6	12 10	13 104	9 6
	2.6 2.6 2.6 2.6 2.6 2.6 2.6 2.6 2.6 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0	0087.544	5.83	5.0	5.4	6.0	4.0	5.0	5.4	6.0	4.0	5.0	5.4	0.9	4.0	5.0	5.4	0.9	3.4	4.0	6.4	9.4	3.1	4.0	4.6	4.6	3.1
Rear of driver's bulkhead to end of frame	ft. in. 9 11 8 8 8 8 8 8 8 11 8 8 8 11 11 11 11 1	2442999	17 48 19 04 13 25	16 31	17 84	16 61	13 25	16 39	17 83	19 9	13 24	16 33	17 84	19 94	13 23	16 3	17 84	16 61	10 2	13 2	15 2	15 2	10 2	13 2	15 2	15 2	10 2
	fr. 1.9 9 1 1.9 9 1 1.9 9 1 1.9 8 1 1.0 8 1 1.	AND DESCRIPTION OF THE OWNER, THE PARTY OF	24.0	3.3	3.7	4.0	2.7	3.3	3.7	4.0	2.7	3.3	3.7	4.0	2.7	3.3	3.7	4.0	6.	2.5	2.9	3.2	6.	2.5	2.9	3.2	0
Rear of driver's bulkhead to centre of rear axle	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	MM404-5	000	10 84	0.5	-	8 8	10 85	0	*	8 8	10 8	12 04	13 1	8 8	10 8	12 04	13 1	6 2	8 2	9 6	19 0	6 2	8 2	9	10 64	6 2
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No. of fwd. speeds and system	SCM SCM SCM SCM SCM SCM SCM SCM SCM	35yn 45yn 45yn 5CM	555	40	4	4C	SCM	SCM	SCM	SCM	4C	4C	40	40	SCM	SCM	SCM	SCM	40	40	40	40	SCM	SCM	SCM	SCM	40
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Engine capa- city	3.26 105 3.26 105 3.26 105 3.3.26 105 3.3.26 105 3.000 rp.m ole on all most	33.14	4.73	3.77	3.77	3.77	4.73	4.73	4.73	4.73	3.77	3.77	3.77	3.77	4.73	4.73	4.73	4.73	3.77	3.77	3.77	3.77	4.73	4.73	4.73	4.73	3.77
Puel No. of cyls.	O 3 O 3 O 3 O 3 O 3 O 3 O 3 O 3 O 3 O 3	±200000	908	4	4	4	90	90	90	90	P4	4	P4	P4	90	90	90	90	P.4	44	4	4	%	90	90	90	4
re re.)	Allog. 1b. kilog. 3.144 c.30,000 17,236 O.3 3.121 c.38,000 17,236 O.3 3.121 c.38,000 17,236 O.3 si up-raced to produce 54 b.b.p. at Eason 2-speed rear axie axie axialable with 4 Syn ge overdrive available with 4 Syn ge	3,001 9,004 6,858 6,858 6,858 8,636	5,893	8,890	8,890	8,890	8,890	8,890	8,890	8,890	9,754	9,754	9,754	9,754	9.754	9,754	9,754	9,754	8,890	8,890	8,890	9.890	8,890	8,890	8,890	8,890	9.754
Maximum gross weigh (with load, of fuel, water, e	16. c40,000 c38,000 c38,000 c of compled to prod speed real	7,616 15,120 15,120 15,120 15,120	12,992	19,600	19,600	19,600	19,600	19,600	19,600	19,600	21,504	21,504	21,504	21,504	21,504	21,504	21,504	21,504	19,600	19,600	19,600	19,600	19,600	19,600	19.600	19,600	21,504
Chassis weight unladen and dry and without cab	8,114 3,114 3,121 a Weight	1,372	1,905	2,172	2,184	2,191	2,210	2,223	2,235	2,242	2,210	2,223	2,235	2,242	2,261	2,273	2,286	2,293	2,172	2,184	2,197	2,204	2,223	2,235	2,248	2,255	2,223
Chassin unl and d	1b. b6,935 b6,935	3,024 3,808 3,864 3,892 5,040	4,200	4,788	4,816	4,831	4,872	4,900	4,928	4,943	4,872	4,900	4,928	4,943	4.984	5,012	5,040	5,055	4,788	4.816	4,844	4,859	4,900	4,928	4,956	4,971	4,900
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Make and model	Payload	Pe	Chassis unis and di withou	Chassis weight unladen and dry and without cab	gross (with fuel, wi	Maximum gross weight (with load, oil, fuel, water, etc.)	Fuel and No.	Engine capa- city	Maximum b.h.p. at r.p.m.	Engine	Final	No. of fwd. speeds and system	No. of wheels braked and system	Con- trol	Rear of driver's bulkhead to centre of rear axle	oi cre axle	Adrii bulli	Rear of driver's bulkhead to end of frame	Wheelbase	base	Ground	ance	Turning	9	-	Tyres	THE CO
	ė	kilog.	Ib.	kilog.	á	kilog.		litres		1b,/ft, at r.p.m.	7	27.72	-		tt. in.	Ë	ft.	in. m.	ft. in	E	in.	C.B.	fe,	m. Fr	Front	Rear	NINE IN
Pax II	12,320/	5,588/	4,928	2,235	21,504	9,754	4	3.77	70 at 3,000 1	164 at 1,450	SpB	¥	4HyV	z	8 3	2.5	13	2 4.0	11 6	3.5	6	23.9	473 14	14.5 8.2	8.25-20	8.25-20T 12-p	IEI
Pax II A	12,320/	5,588	4,956	2,248	21,504	9,754		3.77	70 at 3,000 1	164 at 1,450	SpB	74	4HyV	z	9 6	2.9	15	2 4.6	12 10	3.9	-m	23.9	51 15	15.5 8.25-	5-20	8.25-20T 12-p	ne.
Pax II	12,320/	5,588/	4,971	2,255	21,504	9,754	P4	3.77	70 at 3,000 1	164 at 1,490	SpB	*C	4HyV	z	10 64	3.2	15	4.6	13 104	4.2	6	23.9	54 16	16.5 8.25-	5-20	8.25-20T 12-p	1751
Pax II	12,320/	5.588	5,012	2,273	21,504	9,754	ő	4.73	83 at 2,400 2	204 at 1,400	SpB	SCM	4HyV	z	6 2	1.9	10	3,1	6	2.9	76	23.9	41 12	12.5 8.25	5-20	8.25-20T 12-p	Le L
Pax II		5,588	5,040	2,286	21,504	9.754	90	4.73	83 at 2,400 2	204 at 1,400	SpB	SCM	4HyV	z	8 2	2.5	13	2 4.0	11 6	3,5	16	23.9	474	14.5 8.2	.25-20	8.25-20T 12-p	VIU
Pax II		5,588	890'5	2,299	21,504	9,754	-	4.73	83 at 2,400 2	204 at 1,400	SpB	SCM	4HyV	z	9	2.9	15	4.6	12 10	3.9	-86	23.9	51 13	15.5 8.25	5-20	8.25-20T 12-p	10
Pax ii	12,320/	5,588/	5,083	2,306	21,504	9,754	ő	4.73	83 at 2,400 2	204 at 1,400	SpB	SCM	4HyV	z	10 64	3.2	15	4.6	13 10g	4.2	16	23.9	54 10	16.5 8.2	.25-20	8.25-20T 12-p	18
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		2,096	4,900	2,223	19,600	8,890	ő	4.73	83 at 2,400 2	204 at 1,400	SpB	SCM	4HyV	u.	10 54	3.2	16	04 4.9	11 6	3.5	•	22.9	474 1	14.5 7.5	50-20	7.50-20T 10-p	
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Pax II DC	12,320/	5,588	4,984	2,261	21,504	9,754	90	4.73	83 at 2,400 2	204 at 1,400	SpB	SCM	4HyV	ide.	8 55	2.6	12 1	111 3.9	9 6	2.9	-66	23.9	41	12.5 6.25	5-20	8.25-20T 10-p	
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Pax II DC	12,320/	5,588	5,040	2,286	21,504	9,754	-	4.73	83 at 2,400 2	204 at 1,400	SpB	SCM	4HyV	ia.	11 94	3.6	17	54 5.3	12 10	3.9	16	23.9	51	15.5 8.25-	5-20	8.25-20T 12-p	d.
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Pax II DD	11,200/	5,080	5,572	2,527	18,480	8,382		5.1	-	224 at 1,200	0	4CM	4HyV	z	9 28	2.8	25	54 4.7	13 32	6.1	0	22.9	52 1	15.8 7.5	7.50-20	7.50-20T 10-p	
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Pax III	13,440/	6.096	5,852	2,654	22,848		P.	3.77	70 at 3,000	164 at 1,450	SpB	40	4HyV	lds.	6 8	2.7	13	13 4.0	6 6	3.0	86	23.8	39 1	11.9 8.25-	15-20	8.25-20T 12-p	5, 1
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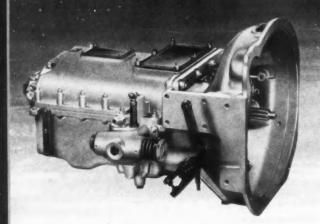
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DB657 COUNTRY!



DB 657 the new David Brown 6-speed gearbox that's the answer to modern transport requirements of speed plus economy. This is the country in which the DB 657 has been bred and tested. A country of long Pennine hills and striding Yorkshire motorway. A type of country which calls for a gearbox with wide scope if operating costs are to be kept at a steady level. DB 657 country!

Wherever in the world trucks operate over widely varied terrain, the DB 657 gearbox—with its over-drive top gear and five ideally spaced lower ratios—will give the optimum engine speed that keeps the cost down!

Leaflet E.393.45 gives main details of the design and the two standard sets of ratios of the DB 657 gearbox.

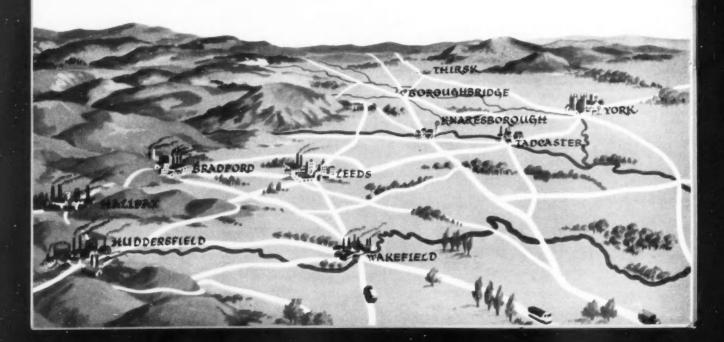
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No. of wheels braked and system	*					4 4				44	*		44	4	### ##################################
No. of fwd. speeds and system	7722222222222 0000000000000000000000000	Sor 12	Sor 12	Sor 12	Sor 12	Sor 12 CM	CM	CM	Sor 12	Sor 12	S or 12	Sor 12	Sor 12	Sor 12	N NNNNNN + + + + + + + + + + + + + + +
Final	************			×0	NO.		3			NO.	OW		NO.	\$	
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Maximum gross weight (with load, oil, fuel, water, etc.)	10.00 mm	44,800	44,800	44,800	53.760	53.760	53,760	66,145	66,342	78,895	78,500	79,092	138,096	137.816	23.400 22.459 32.659 33.864 33.864 33.864 43.31 43.31 10.000 10.000 10.000 11.760 11.7
veight len r and r cab	kilog. 3,957 3,607 3,607 3,607 4,034 4,034 4,045 4,042	3,569	3.842	3,931	3,842	3.656	3.931	4,148	4,237	4,851	4,672	4.941	10.946	10.818	Veight 79669 17966
Chassis weight unladen and dry and without cab	16. 16. 16. 16. 16. 16. 16. 16. 16. 16.	7,868	8,470	8,667	8,470	8.060	8,667	9,145	9.342	10,695	10,300	10,892	24.133	23.850	1.595 1.595
	kilog. 7 620 8 980 8 980 8 9 9 1 5 3 2 8 9 8 1 7 8 8 9 8 1 7 8 9 1 7 8	16,239	15,966	15,921	20,003	20,185	20.003	25,401	25,401	30,481	30,481	30,481	50,802	50,802	25.6 6.10 6.10 6.10 7.524 7.524 7.524 7.524 7.524 7.524 7.524 7.524 7.644 7.644 4.664 4.664
Payload	16,800 17,300 17,300 19,300 19,300 19,300 19,300 18	35,800	35,200	35,100	44,100	44,500	44,100	26,000	56,000	67.200	67,200	67,200	112,000	112,000	560 7840 1,344 1,346 1,346 1,346 1,346 1,346 1,460 1,4
Make and mode	FODEN—(Contd.) RG64/18 [t.p] RK64/18 [t.p] RK64/18 [t.p] RK64/14 [t.p] RK64/14 RK61/14 RK64/14	†KGTU5/20 (T)	†KGTU6/20 (T	HGTU6/20 (T)	†KGTU6/24 (T)	†KETU6/24 (T)	HGTU6/24 (T.	†KGTU6/25 (T)	+KETU6(25(T)	*KGTU6/30 (T)	+KETU6/30 (T)	THGTU6 30 (T)	+KGHT6 50 (T)	TKEHT6 50 (T).	Thanks Th

INTERNAL-COMBUSTION THREE- AND FOUR-WHEELED GOODS VEHICLES (INCLUDING TRACTIVE UNITS)—Continued

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	Front 7.00—20 7.00—20	6.50-20 6.50-2	7.50-20 7.50-2		09.00-20	49.00-20	5	6.00-19 5.50-16
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Engine	16./fc. ac r.p.m 158 ac 1,6 158 ac 1,6	2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.	25252525252525252525252525252525252525		242 at 1	242 at 1 to 23.6	00	92 ar 3
Maximum b.h.p. at r.p.m.	at 3,000 at 2,500	### ##################################	######################################	bec .	at 2,500	at 2,500	vaila	at 1,830
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Maximum gross weight (with load, oil, fuel, water, etc.)	21,280 21,280	88,720 88,720 10,000 10	(22,848 (22,860 (22,860 (22,860 (22,860 (22,860 (22,860 (23,86	Articulated models supply with G.V.W. of 25,000 I petrol and oil engines). Home and export	018,000	3,090 a18,000 8,1		1 1
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Chassis weight unladen and dry and without cab	4,153 4,342	2.256 2.256 2.254	4 4 7 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	A N	6,748	6,812		2,450
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Make and model	FORD THAMES— (Contd.) Tractor unit	30-cent truck 30-cent truck 30-cent truck 30-cent truck 3-cent truck 4-cent truck 4	Acon truck Tean truck		* * * *	4×4	Fordson Super Major Industrial tractor:	Fordson Dexta



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INTERNAL-COMBUSTION THREE- AND FOUR-WHEELED GOODS VEHICLES (INCLUDING TRACTIVE UNITS)—Continued

May 5, 1	961			483		THE COMME	RCIAL	MOTOR
Tyres	Resr 7.00—207 10-p 7.00—207 10-p 7.00—207 10-p 10.00—207 12-p 10.00—207 12-p 10.00—207 12-p 10.00—207 12-p 10.00—207 12-p	6.50—16 8-p	7.000—16.89 7.00—16.89 25.x67.89 25.x67.89 25.x67.89 25.x67.89 25.x67.89 25.x67.89 25.x67.89 25.x67.89 25.x67.89	19 X X	***** 6666 7666 7666 7666 7666 7666 766	9.00—207 12-9 9.00—207 12-9 9.00—207 12-9 9.00—207 12-9 10.00—207 14-9 10.00—207 14-9 10.00—207 14-9 10.00—207 14-9 10.00—207 14-9 10.00—207 14-9	11.00—20T 12-p	10.00—207 14-p 10.00—207 14-p 10.00—207 14-p 10.00—207 14-p
	Front 7.00—26 7.00—20 8.25—20 10.00—20 10.00—20 10.00—20 10.00—20 10.00—20 10.00—20 10.00—20	6.50—16	25.55.55.55.55.55.55.55.55.55.55.55.55.5	C X X		9,000-20 9,000-20 9,000-20 9,000-20 9,000-20 10,000-20 10,000-20	11.00-20	0.000 000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.
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Rear of driver's bulkhead to end of frame	7.447701804 02 7.447701804 02	ck for	88880044	1 1	4444	21 22 24 25 24 25 25 25 25 25 25 25 25 25 25 25 25 25		11822
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No. of wheels braked and system	**************************************	4Hy wagon o	*********	4Hy	##### %%%%%	44 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	fifth-whe	44444 district
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Engine	DONE SERVICE	rne body length 72 at 2,100 l d loading truck, h	004 at 1,600 000 at 1,750 000 at 1,750 004 at 1,600 004 at 1,750 004 at 1,750 000 at 1,750			155 at 1,400 (555 at 1,600 (55	410 at 900 410 at 900 1	18 at 1,200
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Engine capa- city	5.17 7.68 12.17	1.5 500 avail	2 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5		5.0 5.0 5.0 3.26	5.76 5.76 5.76 5.76 6.54 6.54 6.54 6.54 6.54 6.54 6.54 6.5	8.8	9.8 140 11.1 200 re for both h
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Maximum gross weight (with load, oil, fuel, water, etc.)	15.120 15.120 14.000 22.400 44.800 31.360 31.360 31.360 31.360 33.600	Front-wheel dr	7,000 7,000 9,520 9,520 111,400 111,400 111,400 111,400	616,800	15,000 15,000 15,000 15,000 15,000	26,880 26,880 26,880 26,880 40,320 40,320 40,320 40,320 31,360 31,360 31,360 31,360 31,360 31,360 31,360 31,360 31,360	35,500	31,360 31,360 31,360 31,360 53,760
	1,956 1,956 1,971	- Front			2,046 2,083 2,145 2,225	3,112 3,010 3,188 3,239 3,239 4,255 4,178 4,026 4,128 1,128 4,128	889	5,017 4,442 4,890 4,928 4,648 The above
Chassis weight unladen and dry and without cab	1b. 4,312 4,323 5,600 5,600 8,180 8,180 8,180 8,180 9,996	1	2.716 2.316 3.325 3.350 3.445 5.445	03,865	4,510 4,592 4,730 4,905	6,866 6,636 7,7028 7,7028 7,7140 6,740 6,664 6,987 6,9	10,337	11.060 9.792 10.780 10.864 10.248
	100	1,270	22,032 33,048 33,048 5,080 5,080 5,080 5,080 5,080 5,080	080	0064	8.88 8.284 8.284 14.333 9.725 9.725 9.725 9.725 9.725 9.725 9.725 9.725 9.725	8,194	8.154
Payload	Varies according to type and construction Type and colody.	2.800	22,24 4,480 6,720 6,720 6,720 6,720 6,720 6,720 6,720	11,200	8.98.98 0.000000000000000000000000000000	18.424 18.424 18.236 18.236 18.640 13.088 13.744 13.744 13.744 13.744 14.560	18,065	17.976 18.396 18.732
Make and model	Vivan	ENSEN Tempo 1500	9 dA3[BK type	11111	and L (ip).	Super Beaver: ‡EB3BR and SBL ‡EB7BR and 9BL	148.17R (T)
Σ	Was a series	Tem	A	18 A	00000	2000000	244	F31

INTERNAL-COMBUSTION THREE- AND FOUR-WHEELED GOODS VEHICLES (INCLUDING TRACTIVE UNITS)—Continued

1110 00	MMERCIAL	MOTOR		
Tyres	5.20—10 4-p 5.00—14 4-p 5.00—14 4-p	6.50—14 6-p 6.50—14 6-p 6.50—14 6-p 6.50—14 6-p 6.50—16 8-p 6.50—16 8-p 6.50—16 8-p 7.50—16 8-p 7.50—20 110-p	30 % 2	5.00-14
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Rear of driver's bulkhead to centre of rear axle	33 33	**************************************	vehic rt. *	0000
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No. of wheels braked and system	4Hy 4Hy tain expo		4 62	3Hy 3Hy 3Hy
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Engine	1b./fc. at r.p.m. 44 at 2,900 50 at 2,500 ton van and at 2,500 r.	7.2 mt 7.50 7.3 mt 7.50 7.3 mt 7.50 7.3 mt 7.50 7.3 mt 7.50 9.7 mt 1.750 9.7 mt 1.750 9.7 mt 1.750 1.11 mt 7.50 1.11 mt	Tyres 8-pl	1+1
Maximum b.h.p. at r.p.m.	34 at 5,500 37 at 5,000 37 at 5,000 in the quarter-	42 m 4 000 42 m 4 000 42 m 4 000 43 m 4 000 44 m 4 000 45 m 4 000	dy integral)	14.5 at 4.000 14.5 at 4.000
Engine capa- city	0.84 0.94 0.94 aliable	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2.00—20 and box	0.349
No. do	7 7 7 8	1111 1 11101010101010101010101010101010	chassis	222
	kilog. 927 1,100 1,082 in engine	2. 1	altern (c)	704
Maximum gross weight (with load, oil, fuel, water, etc.)	16. 2,044 2,424 2,385 -compression	5.15.2 5.15.2	Gross weight with 756 5,600 2.7	1,551
Chassis weight unladen and dry and without cab	kilog.			295
Chassi unl and c	, a a a	7.7.4.4.6.7.7.4.4.6.7.7.4.4.6.7.7.4.4.6.7.7.4.4.6.7.7.4.4.6.7.7.4.4.6.7.7.4.4.6.7.7.4.7.4	1,666	651
	kilog 254 254	7.7.	1,524	454
Payload	16. 560 560 560		3,360	0000
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Make and model	MORRIS Mini Van †Quarter-ton van †Quarter-ton pickup Series III	14/7 2 wan 15/7 2	OPPERMAN Motocart (tip)	PASHLEY Pelican pick-up Pelican Procek P.V. 60.

INTERNAL-COMBUSTION THREE- AND FOUR-WHEELED GOODS VEHICLES (INCLUDING TRACTIVE UNITS)-Continued

May 5, 1	961								485		T	HE	COMMI	ERCIAI	MOTO	R
Tyres	S.00—13 5.60—15		7 50 14	8	0.00	7.50—16	6.00—16	7.50—16	7.50—201 12-p 7.50—201 12-p 7.50—201 12-p 7.50—201 12-p 7.50—201 12-p	2007	8.25—207 12-p 8.25—207 12-p 8.25—207 12-p 8.25—207 12-p 8.25—207 12-p		9.00—20T 12-p 9.00—20T 12-p 9.00—20T 12-p 9.00—20T 12-p 9.00—20T 12-p		10.00—207 14-p 10.00—207 14-p 10.00—207 14-p 10.00—207 14-p	
	Front 5.00—13 5.60—15	22	250 16	200 30	9.00	7.50-16	97-00-16	7.50—16	7.50-20	111111	825-20 825-20 825-20 825-20 825-20 825-20		22222		0.0000000000000000000000000000000000000	
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	7. 01				-	•	_	e e e	132 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	5.5 6.9 16 16 17 17 16 16 16 16 16 16 16 16 16 16 16 16 16	0 + 1 + 1 + 0 = 0	255 come	&-CL50	1,300 r.p.m que at 1,40 fr. torque a with suffix	2555	400 r.p.m.
Rear or driver's bulkhead to end uf frame	E 2.2	-	7.1 7.7		-	31 1.9	92 1.2	34 1.9			48-09 8-4-09 1-6-5-2-6-1	m. and	111111	- 67.3	11111	3 8
Bear driv	7. W.R.		9 9			9	m	6 3½ Complete	275 175 175 175 175 175 175 175 175 175 1	225 22	227.62	0.0	111111	que 782 782 mod	11111	00 r.p.
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Rear of driver's bulkhead to centre of rear axle	ë 44		, a	B 1		00	55	Weight 0.8	0-4-6	5-4-2	5-452-	0.9	5-45-		5-4-	255 ib
	ñw	•		4 4		74	-	N D				100 b.h. hassis id	70111	r.p.m. and 2,000 r.p.m	-0111	and tor
Con-	zz	2	Z 2	2	Z	Z	Z	AHy N		4.	м.	Suin	<u>u</u>	at 2,200 b.h.p. at L and A r table tyre		25 lbf
No. of wheels braked and system	3Hy 4Hy	414	4Hy	417	4114	4Hy	4Hy	4Hy	2 82	2 2	4Hy <	ity produ	4HyV	at 1.700 r.p. 1 b.h.p. at 2. ing 98 b.h.p. ng G. L. and hen suitable	4HyV	b.h.p. at 2,200 r.p.m. and 255 lbr. r.p.m. and 325 lbft. torque at
No. of fwd. speeds and system	45yn	46.00	+2C	+2C	+2C	4Syn	45yn +2C	45yn +2C ficced	U ag	2 2	SCM	es capacity this unit is	SCM	.03E3	SCM	125 b.h.p. at 2,200 r.p.n
Final	888		0 0	0 0	0000	SpB	Spe	Sp8	24 900 or 5 1,300 TA 5 1,300 TA 5 5,43-litres capacity	Sp8	Z P A	76-litr	Sp Sp	production 104 k	Spa	at 2,2
	1b./ft. r.p.m. at 2,000 at 2,700	8	900	36.	3	2,000	200	2,500 Sp	000 Litres	400	300	kilog.)	350		300	b.h.p
Engine	1b./fc. at r.p.m. 8.5 at 2,00 53 at 2,70		22 2,500	1 1	100	100	2 2	id a	1,300 5,43-litr	230 at 2,400	7 at 1	38.7) at 1	itres capacity productives capacity (6.754-litres dentification 7.29,120 lb. (1	0 ac 1	125
	74		124		8	98	124		- 0,	and the same of th	237	0.0	230	capa ol 6. ol 6.		ducing
Maximum b.h.p. at r.p.m.	5,000	4.354	4.250	3 500	00'5	at 3,500	4,250	4,250 where	2,100 2,100		1,700	by Bu	2,400	S-litres of 5.76 engine Centra	1,700	76-lin
Max b.h	17,5 ac 40 ac		7 22	2 2 2	21.4 at	51.2 a	77 at		57 at native O4	90 at	75 at	six-cylindered creased by 86	90 ac	6 engine of 5.6 e.; or O6 e. kilog.).	94 at	engine of 5.76-litres capacity res capacity producing 125 b 370 lb 1931 5 bilos 1
Engine capa- city	0.75 0.99	300	2.25	-		2.0	2.25	2.25 77 a		5.43	100	with is in	5.43		2.0	th O6 engin
No Syls.	44	3	7 7	5	5	0,0	2	P4 0ad	00000 Wich alter	0	555555	weight	555555	0.30 2.80	888888	with O
-	kilog. 711	0000	2,020	2 4 4 4	7,101	2,760	2,020	2,678 Maximum		12,182 12,182 12,182 12,182	10,634 10,634 10,634 10,634	also av	1922	0.4 ki	1,225	vailable engine
Maximum gross weight (with load, oil, fuel, water, etc.)	1,568 2,688	4.463	5,455	4 748	4,700	6,085	4,453	Soad b M	21,504 21,504 21,504 21,504 21,504 models also	26,856 26,856 26,856 26,856 26,856	22.848 22.848 22.848 22.848	G/10 models	28,88	Above models availal weight by 112 lb. (5) chassis weight by 166 each chassis weight by 166	31,360	or Oo
Chassis weight unladen and dry and without cab	kilog. 281 457	3 3 6 6	1 494	100	5	1,574	1,464	989.	2,130 2,180 2,206 2,384 Above mo	2,337	2.858 2.858 2.794 3.074	G/7 and G	3,048	shove moveight by	3,289	Above model unchanged);
Chassis unla and dr withou	lb. 620 1,008	900	43 294	13 MOE	63,033	43,470	43,228	d3,745	4,695 4,751 4,863 5,255	5,152 5,488 5,600 6,048	6,188 6,300 6,356 6,76 6,776	0	6,720 6,832 6,916 7,308	4,500	7,196	40
pad	kitog. 254 508	4 454	363		363	907	7 pass. +91 5 pass.	10 pass. 6 pass. 6 pass. 6 pass. + 181	6,096 6,096 6,096 6,096	7,17	7,112		8.128 8.128 8.128 8.128 12.192		9,979	
Payload	16. 1,120	900	0000	008	0085	062,000	4 200 c5 pass.		13.11.1	15,680 15,680 15,680 15,680	15,680 15,680 15,680 22,400		17.920 17.920 17.920 26.880	-	22,000	
	dn:	-				Long	Station	Station	11111		111:111		111111		111111	
Make and model	Secure, van and pick-up Regent Four	IOVER	R =	and-hover toy	Land-Rover 86 Regular	Land-Rover 109" Le	und-Rover 88" State	Land-Rover 109" Sta Wagon	Hillmaster 5/6/6 5/6/6 18/5/6 18/5/6 18/5/6/6 18/5	S M/7 MSM/7 MLM/7 P/M/7	MCG77		MS/M/8 MS/M/8 MS/M/8 PM/8 TM/8	,	S G 9-10 MS G/9-10 ML G/9-10 P G 9-10	

INTERNAL-COMBUSTION THREE- AND FOUR-WHEELED GOODS VEHICLES (INCLUDING TRACTIVE UNITS)—Continued

	5 %	23	fuel, water, etc.)	Cyls	capa- city	b.h.p. at r.p.m.	torque	drive	speeds and system	braked and system	500	bulk to ce of rea	driver's bulkhead to centre of rear axle		driver's culkhead to end of frame	*	heelbase	-	clearance		circle		Tyres
44444 20	oudddd 2	344444 P		99999 # g	S.43 90 at	2,400 5.76-1	at 1,3	SO SpB SC ity producing 1	SCM 100 b.	HyA HyA	F F 7200 r 325	10 1 11 11 11 11 11 11 11 11 11 11 11 11	3.14 4.4 4.4 4.4 4.4 4.4 4.4	111111111111111111111111111111111111111	Sorque C.P.B.	3.2545 F	00 4 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	- E 8	2444 Passis	55 55 55 55 55 55 55 55 55 55 55 55 55	£24.25 4.0.00	599999	22222
9 6	9 6	9 6		2929	6-60	3,200	Hog.). Cen 80 at 1.080 73 at 2.250 90 at 1.600 134 at 1.350	DRBS DRBS DRBS	ACA	\$\$\$\$	P F F F F	L and A b13 11 d5 2 b16 11	1.4 1.6 5.2	1.4 o7 9 4.2 b17 11 1.6 o8 1 5.2 b21 4	Nind	8565		619		33333	8 8 8 8	88255	5000
24,385		4.	-			1,700	2 2 2 2	0000		4 4 4 4 & m m	-	94 10 520 10		627	1 2.2	910	00			99	4.4		77
42,675	.675	42,675		90	2000	161 at 2,000 1125 at 1,800 112 at 1,700 150 at 1,700	485 at 1,000 410 at 900 358 at 1,000 485 at 1,000	8 8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		*****	ZZZZZ	6 10	2.6	627	922	010	0.8	7.7.	100	88	20.7	9.00	77
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24,385 06	382	24,385		97	8.40r	161 at 2.000 4 112 at 1.700 3 125 at 1.800 4	485 at 1,000 410 at 1,000 410 at 900	80000			2444		n -r	99	r mo	0000	i dd					2	88
					. 0	tive unit.	il.	er. c	. ≥	and balla	st box.	d Gro	oss train	n weight.			*					-11	5
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10,160 06	-	10,160	-		4.73	83 at 2,400 2	204 at 1,500	H	SCM	4HyV	(AL	13 11	4.2	21	4 6.5	16	4 5.0	10	25.	9	18.3	3 8.25	20 08
10,160 06	10,160	10,160		-	4.73	83 at 2,400 2	204 at 1,500		SCM	4HyV	4	11 0	3.4	16	2 4.9	13	6 4.1	_	25.	4 54	16,5	5 8.25	25
10,160 06	_	10,160	_		4.73	83 at 2,400 2	204 at 1,500		SCM	4HyV	L.	7 6	2.3	10	2 3.1	0	0 3.0	10	25.	9	12.2	2 8.25	20 08
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15,241 04	-	15,241	-	-	5.6	900	237 at 1,300		SCM	4HyV	M.	9	9.1	00	0 2.7	7	6 2.3	3	24.	8 30	6	1 8.25	5-20 08
11,176		11,176		-	5.76	ac 2,400	22.1		20	4HyV	4	13	2 4.0	20	0 6.1	4	6 4.4	4	24	8 60	00	3 8.25	5-20
11,176 06		11,176		-	5.76	105 at 2,400 2	255 at 1,400	SpB	200	4HyV	L	6	72 2.9	12	4 3.8	=	0 3.4	4	24.	8 40	12.2	2 8.25	5-20
16,257	-	16,257	-	88	5.76	105 at 2,400 2	285 at 1,400 282 at 1,400	Spe	SCA	4 4 4 4 4 5 7 7	4.4.	98	12 4.0	508	4 2.5	r4	6 9	101	26.74	8 30	200	10.00	2-30
-		14	_						-								ř						
4	31,360 14,225	14,225		90	6.17	110 at 2,400 2	282 at 1,400	SpB	U)	4HyV	4	6	73 2.9	12	4 3.8	11	r m	101	26	9.	12.2	2 10.00	0-20 10.0



INDIA INTRODUCE TWO NEW GIANTS



PROOF? JUST TWO TYRES

INDIA SUPER G.25— ON THE ROAD

From Motorway to secondary road, this tyre's star qualities

* more rubber on the tread, for longer life

* thick kerbing ribs to protect sidewalls from kerb damage and to ensure greater retreadability. * broad central rib, for smoother

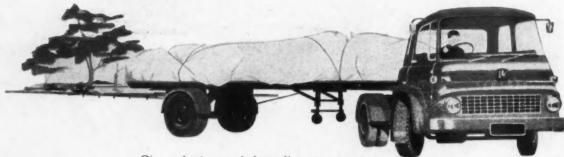
riding, easier steering

* deep buttress channels cut
overheating

See how it's done!

1. SUPREME CASING STRENGTH! India Tyre Engineers, working in conjunction with transport operators and using the most advanced techniques, have produced two entirely new casing designs. These make greatly improved use of the high cordstrength of modern materials—both nylon





City, suburban and short-distance transport

THAT GRIP BETTER, LAST LONGER!

DO ALL THESE JOBS!

and rayon tyres being available. Between them, these two new India giants are tough enough for most working conditions.

2. SCIENTIFIC TREAD DESIGN. Onto these stronger tyre casings India has built just two new tread patterns-so skilfully designed that together India's two new giants give top performance on all kinds of surface.

INDIA SUPER G.26-ON ROAD AND TRACK

For all on/off-the-road work, this tyre offers:

more rubber on the tread, for

* powerful traction bars, for extra-powerful grip * well-tapered tread grooves cut

out stone trapping





Carriage of sand and ballast on loose surfaces



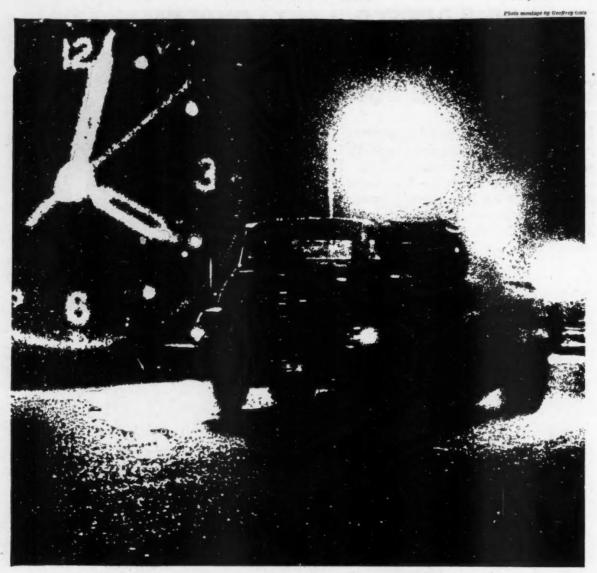
Construction-site work



Load-shifting on sticky surfaces

INDIA TYRES

TESTED TOUGH-FOR RELIABILITY



RUBERY OWEN Motor Division

on time every time

Many times—day and night—components by the thousand leave the gates of Rubery Owen destined for the great production lines of the Motor Industry.

For such an industry, timed to the second in automation, demands for components are many and exacting.

We dedicated ourselves to the service of the Motor Industry long ago, but never more so than now in this age of advanced techniques. By gearing our own production lines to those of our greatest national industry we make sure that supplies are on time, every time.



Manufacturers of vital components

RUBERY OWEN & CO. LTD., MOTOR DIVISION, DARLASTON, STAFFS.

INTERNAL-COMBUSTION THREE- AND FOUR-WHEELED GOODS VEHICLES (INCLUDING TRACTIVE UNITS)—Continued

Chassis weight Maximum Fuel Ragine Maximum Engine Final Mo. of No. of No. of Arwer's Grown weight and dry and without cab fuel, water, etc.) cyls. cyls. cyls. cyls. kilos. Iltres at the control of the cyls. kilos. Iltres at the cyls. Iltres at the cyls. cyls	33.600 15.241 0.6 5.56 104 m 2.300 200 m 16.00 TA 5CM 4HyA 33.600 15.241 0.6 5.56 104 m 2.300 200 m 16.00 TA 5CM 4HyA 33.600 15.241 0.06 5.56 104 m 2.300 240 m 16.00 TA 5CM 4HyA 33.600 15.241 0.06 5.56 104 m 2.300 240 m 16.00 TA 5CM 4HyA 33.600 15.241 0.06 5.56 104 m 2.300 240 m 16.00 TA 5CM 4HyA 33.600 15.241 0.06 5.56 104 m 2.300 240 m 16.00 TA 5CM 4HyA 6.06 5.56 104 m 2.300 240 m 16.00 TA 5CM 4HyA 6.00 5.56 104 m 2.300 240 m 16.00 TA 5CM 4HyA 6.00 5.56 104 m 2.300 240 m 16.00 TA 5CM 6HyA 6.00 5.56 104 m 2.300 240 m 16.00 TA 5CM 6HyA 6.00 5.56 104 m 2.300 240 m 16.00 TA 5CM 6HyA 6.00 5.56 104 m 2.300 240 m 16.00 TA 5CM 6HyA 6.00 5.56 104 m 2.300 240 m 16.00 TA 5CM 6HyA 6.00 TA 5CM 6HYA 6HYA 6.00 TA 5CM 6HYA 6.00 TA 5CM 6HYA 6.00 TA 5CM 6HYA 6HYA 6HYA 6HYA 6HYA 6HYA 6HYA 6HYA	5.56 104 at 2.500 240 at 1.500 OW CM 5.56 104 at 2.500 240 at 1.500 OW CM 7.00 94 at 1.700 300 at 1.300 OW CM 7.00 94 at 1.700 300 at 1.300 TA 4 or 5 4HyA F 7	15.241 8.760 3.973 53.760 24.385 O6 8.44 12.2500 240 at 1.600 OW CM 4A F 6 6	(12.0pt) yrres. DAvailable with JOOD—20 (12.0pt) yrres. a Available with Gardner 4i available with Leyland 0.375 engine. Mark 15;10 ranga available aiso with Gardner 4i ble with additional trailing rear axle as six-wheeler. 7-ronner now has Perkins 354 eng	4,800 2,177 19,150 8,686 P4 3.89 70 ar 2,800 165 ar 1,600 5p8 5C 4HyV F 4,900 2,223 19,150 8,686 P4 3,89 70 ar 2,800 165 ar 1,600 5p8 5C 4HyV F 5,000 2,223 19,150 8,686 P4 3,89 70 ar 2,800 165 ar 1,600 5p8 5C 4HyV F 5,000 2,288 19,150 8,686 P4 3,89 70 ar 2,800 165 ar 1,600 5p8 5C 4HyV F 5,000 2,288 19,150 8,686 P4 3,89 70 ar 2,800 165 ar 1,600 5p8 5C 4HyV F 5,000 2,289 19,150 8,686 P4 3,89 70 ar 2,800 165 ar 1,600 5p8 5C 4HyV F 5,000 2,289 19,150 8,686 P4 3,89 70 ar 2,800 165 ar 1,600 5p8 5C 4HyV F 5,000 2,289 19,150 8,686 P4 3,89 70 ar 2,800 165 ar 1,600 5p8 5C 4HyV F 5,000 2,289 3C 4HyV F 5,000 2,280 3C 4Hy	\$ 5000 2.286 99.150 8.686 06 5.0 808.2200 210.81.500 558 5C 444yV F 10 0 0.2200 2.2316 99.150 8.686 06 5.0 808.2200 210.81.500 558 5C 444yV F 10 0 0.2200 2.2316 99.150 8.686 06 5.0 808.2200 2.201 200 558 5C 444yV F 10 0 0.2200 2.2316 99.150 8.686 06 5.0 808.2200 2.001 200 558 5C 444yV F 10 0 0.2200 2.2316 99.150 8.686 06 5.0 808.2200 2.001 200 558 5C 444yV F 11 0.201 2.001 2.	672 305 — 2,740 1,243 P4 0,948 33 at 4,500 HP 45yn 4HY N 2 1 1,120 506 — 3,806 1,727 P4 0,948 33 at 4,500 46 at 2,500 HP 45yn 4HY N 2 1 1,120 506 — 3,806 1,727 P4 0,948 33 at 4,500 46 at 2,750 HP 45yn 4HY N 2 1 1 1,20 1 1,120 1 1,	500) 3.808 1,727 P4 0,948 35 at 4,500 46 at 2,750 HP 45yn 4Hy	610 4,200 1,905 P4 1,67 50.5 at 4,000 84 at 2,100 HP 45yn 4Hy	610 4,088 1,854 P4 1.67 50.5 at 4,000 84 at 2,100 HP 45yn	4,640 2,096 P4 2,088 68 at 4,200 113 at 2,000 HP 45yn 4Hy	10,110 4,286 4,700 2,132 15,680 7,112 O6 4,18 85.5 at 2,600 188 at 1,400 5p8 4C 4Hy F 10 10,000 5,514 5,514 6,514 5,520 7,520 3,415 2,634 5,418 O6 4,18 85.5 at 2,600 188 at 1,400 5p8 4c 5C 4Hy F 10 14,610 6,627 5,320 3,413 20,830 9,448 O6 4,18 85.5 at 2,600 188 at 1,400 5p8 4c 5C 4HyV F 10 14,610 6,627 5,320 3,413 20,830 9,448 O6 4,18 85.5 at 2,600 188 at 1,400 5p8 4c 5C 4HyV F 10	5,842 5,520 2,547 19,820 8,990 O6 418 85,512,600 188 at 1400 5p8 40.5C 4HyV F 6,092 5,490 2,490 19,820 8,990 O6 418 85,512,600 188 at 1400 5p8 40.5C 4HyV F 6,092 5,490 2,490 19,820 8,990 O6 4,18 85,512,600 188 at 1400 5p8 40.5C 4HyV F 6,092 5,490 2,490 19,820 8,990 O6 4,18 85,512,600 188 at 1400 5p8 40.5C 4HyV F 7 18,000 5p8 40.	3.506 22.506 10.415 PB 5.50 140.82.5.20 248.82.200 50B 80CM 4HyA F 100 3.506 22.506 10.415 PB 6.52 1488.3.500 312.82.200 50B 80CM 4HyA F 10 3.887 40.320 18.289 O6 7.88 115.5.8.1.800 334.8.1.000 50B 5 0.6 4HyA F 7	4HyA	9,757 8,600 3,937 31,360 14,225 O6 7,88 115,5 at 1,800 354 at 1,000 5p8 5 or 6 4HyA F 11 0	9,657 8,900 4,037 31,360 14,225 O6 9,83 139 at 2,000 430 at 1,200 5pB	9,657 8,900 4,037 31,360 14,225 O6 7.88 115.5 at 1,800 354 at 1,000 5p8 5 or 6 4HyA F 13	9,557 9,120 4,137 31,360 14,225 O6 9,83 139 at 2,000 430 at 1,200 5p8	115.5 at 1,800 354 at 1,000 5pB
Chassis weight Plaximum Fuel Naximum Engine Final Mo. of No. of Rear of Groundern and dry and addry and dry and fuel, water, etc.) cyls. city at r.p.m. torque drive speeds braked trol bulkhead bulkhead bulkhead without cab fuel, water, etc.) cyls. city at r.p.m. torque drive speeds braked trol bulkhead control control system system system centre to end to frame to bulkhead of frame to end to bulkhead to bulkhead control to centre to end to bulkhead t	7,140 3,239 33,600 15,241 06 5,56 104 at 2,500 240 at 1,600 TA 5CM 4HyA N N 1,446 3,739 33,600 15,241 06 5,56 104 at 2,500 240 at 1,600 TA 5CM 4HyA N 7,746 3,737 33,600 15,241 06 5,56 104 at 2,500 240 at 1,600 TA 5CM 4HyA N 7,746 3,737 33,600 15,241 0.06 5,56 104 at 2,500 240 at 1,600 TA 5CM 4HyA F 7,745 3,741 33,600 15,241 0.06 5,56 104 at 2,500 240 at 1,600 TA 5CM 4HyA F 7,740 3,733 3,733 3,740 0.00 5,50 104 at 1,700 3,700 at 1,000 TA 5CM 4HyA F 7,740 3,740 at 1,740 1,740 at 1,740 at 1,740 at 1,740 1,740 at 1,740 1,740 at 1,740 1,740 at 1,74	8,624 3,912 31,360 14,225 05 5.36 149.86.250 20.87.800 UW 4 or 5 449,A F 10 8,824 3,912 53,760 24,385 05 5.36 170 30.88.1.7001 30.88.1.300 UW 4 or 5 449,A F 7 7	8,760 3,973 53,760 24,385 O6 5,56 104 at 2,500 240 at 1,600 OW CM 4A F 6 6	2.00—20 (2)-pty tyres. In Available with 1000—20 (12-pty) tyres. a Available with Gardner 41 Mrt. 12NC available with Lydnad 0.375 engine. Mark 15/10 range available asso with Gardner 41 Also available with additional trailing rear axle as six-wheeler. 7-tonner now has Perkins 354 eng.	4,800 2,177 19,150 8,686 P4 3,89 70 at 2,800 165 at 1,600 5p8 5C 4HyV F 9 9, 4,900 2,223 19,150 8,686 P4 3,89 70 at 2,800 165 at 1,600 5p8 5C 4HyV F 19 9, 4,900 2,235 19,150 8,686 P4 3,89 70 at 2,800 165 at 1,600 5p8 5C 4HyV F 10 2,500 2,248 19,150 8,686 P4 3,89 70 at 2,800 165 at 1,600 5p8 5C 4HyV F 10 2,500 2,248 19,150 8,686 P4 3,89 70 at 2,800 165 at 1,600 5p8 5C 4HyV F 10 2,500 2,248 19,150 8,686 P4 3,89 70 at 2,800 165 at 1,600 5p8 5C 4HyV F 11 2,500 2,241 19,150 8,686 P4 3,89 70 at 2,800 165 at 1,600 5p8 5C 4HyV F 11 2,500 2,241 19,150 8,686 P4 3,89 70 at 2,800 165 at 1,600 5p8 5C 4HyV F 11 2,500 2,241 19,150 8,686 P4 3,89 70 at 2,800 165 at 1,600 5p8 5C 4HyV F 12	\$3000 2,286 19150 8,686 006 5.0 80 m.2.200 210 m.1300 588 5C 4449V F 10 0 2.338 19150 8,686 006 5.0 80 m.2.200 210 m.1300 588 5C 4449V F 10 0 5.300 2,338 19150 8,686 006 5.0 80 m.2.200 20 m.1300 588 5C 4449V F 10 0 5.300 2,338 19150 8,686 006 5.0 80 m.2.200 20 m.1300 588 5C 4449V F 11 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Tayload on above models is from 5,000 for (1,000 for 12,000 for	- 3,806 1,727 P4 0.948 35 at 4,500 46 at 2,750 HP 45yn 4Hy F 5	4,200 1,905 P4 1,67 50.5 at 4,000 84 at 2,100 HP 45yn 4Hy F 5	4,088 1,854 P4 1,67 50.5 at 4,000 84 at 2,100 HP 45yn 4Hy F 5 9	4,0.40 4,076 P4 2.008 68 at 4,200 113 at 2,000 HP 45yn 4Hy	4,700 2,132 15,680 7,112 O6 4,18 85.5 at 2,600 188 at 1,400 5p8 4C 4Hy F 4,810 2,182 15,680 7,112 O6 4,18 85.5 at 2,600 188 at 1,400 5p8 4C 4Hy F 5,370 2,436 2,0380 9,448 O6 4,18 85.8 at 2,600 188 at 1,400 5p8 4c 5C 4HyV F 5,320 3,413 20,830 9,448 O6 4,18 85.8 at 2,600 188 at 1,400 5p8 4cr5C 4HyV F 5,320 3,413 20,830 9,448 O6 4,18 85.5 at 2,600 188 at 1,400 5p8 4cr5C 4HyV F 5,320 3,413 20,830 9,448 O6 4,18 85.5 at 2,600 188 at 1,400 5p8 4cr5C 4HyV F 5,320 3,413 20,830 9,448 O6 4,18 85.5 at 2,600 188 at 1,400 5p8 4cr5C 4HyV F 5,320 3,413 20,830 9,448 O6 4,18 85.5 at 2,600 188 at 1,400 5p8 4cr5C 4HyV F 5,320 3,413 20,830 9,448 O6 4,18 85.5 at 2,600 188 at 1,400 5p8 4cr5C 4HyV F 5,320 3,413 20,830 9,448 O6 4,18 85.5 at 2,600 188 at 1,400 5p8 4cr5C 4HyV F 5,320 3,413 20,830 9,448 O6 4,18 85.5 at 2,600 188 at 1,400 5p8 4cr5C 4HyV F 5,320 3,413 20,830 9,448 O6 4,18 85.5 at 2,600 188 at 1,400 5p8 4cr5C 4HyV F 5,320 3,413 20,830 9,448 O6 4,18 85.5 at 2,600 188 at 1,400 5p8 4cr5C 4HyV F 5,320 3,413 20,830 9,448 O6 4,18 85.5 at 2,600 188 at 1,400 5p8 4cr5C 4HyV F 5,320 3,413 20,830 9,448 O6 4,18 85.5 at 2,600 188 at 1,400 5p8 4cr5C 4HyV F 5,320 3,413 20,830 9,448 O6 4,18 85.5 at 2,600 188 at 1,400 5p8 4cr5C 4HyV F 5,320 3,413 20,830 9,448 O6 4,18 85.5 at 2,600 188 at 1,400 5p8 4cr5C 4HyV F 5,320 3,413 20,830 9,448 O6 4,18 85.5 at 2,600 188 at 1,400 5p8 4cr5C 4HyV F 5,320 3,413 20,410 5p8 4cr5C 4HyV F 5,320 3,410 5p8 4cr5C 4Hy	5.550 2.517 19.520 8.990 O6 4.18 85.58.2600 188 at 1400 5p8 40.5C 4HyV F 5.590 2.479 19.520 8.990 O6 4.18 85.58.2600 188 at 1400 5p8 40.5C 4HyV F 5.590 2.479 19.520 8.990 O6 4.18 85.58.26.500 188 at 1400 5p8 40.5C 4HyV F 5.590 2.479 19.520 8.990 O6 4.18 85.58.26.00 188 at 1400 5p8 40.5C 4HyV F 5.590 2.479 19.520 8.990 O6 4.18 85.58.26.00 188 at 1400 5p8 40.5C 4HyV F 5.590 2.479 19.520 8.990 O6 4.18 85.58.26.00 188 at 1400 5p8 40.5C 4HyV F 5.590 2.479 19.500 2.479	3.506 22.506 10.415 PB 5.50 140.82.5.20 248.82.200 50B 80CM 4HyA F 100 3.506 22.506 10.415 PB 6.52 1488.3.500 312.82.200 50B 80CM 4HyA F 10 3.887 40.320 18.289 O6 7.88 115.5.8.1.800 334.8.1.000 50B 5 0.6 4HyA F 7	3,987 49,280 22,353 O6 9.83 139 at 2,000 430 at 1,200 5pB 5 or 6 4HyA F 7	8,680 3,937 31,360 14,225 O6 7,88 115,5 at 1,890 354 at 1,000 5p8 5 or 6 4HyA F 11 0	8,900 4,037 31,360 14,225 O6 9,83 139 at 2,000 430 at 1,200 5pB 5 or 6 4HyA F 11	8,900 4,037 31,360 14,225 O6 7.88 115,5 at 1,800 354 at 1,000 5p8 5 or 6 4HyA F 13	9,120 4,137 31,360 14,225 O6 9,83 139 at 2,000 430 at 1,200 5p8	8,960 4,064 31,360 14,225 06 7.88 115.5 at 1,800 354 at 1,000 5pB 5 or 6 4hyA F
Chassis weight Maximum and Engine Maximum Engine Final Mo. of No. of Rear of Rear of Rear of University of No. of Rear of Ground dry and dry and dry and with load, oil, of city at r.p.m. to ground dry and and and the control of the rear of trained with load, oil of city at r.p.m. to fine miles and the rear of trained builthead of trained builthead of trained to enter to end the rear of trained to the	7,140 3,239 33,600 15,241 06 5,56 104 at 2,500 240 at 1,600 TA 5CM 4HyA N N 1,446 3,739 33,600 15,241 06 5,56 104 at 2,500 240 at 1,600 TA 5CM 4HyA N 7,746 3,737 33,600 15,241 06 5,56 104 at 2,500 240 at 1,600 TA 5CM 4HyA N 7,746 3,737 33,600 15,241 0.06 5,56 104 at 2,500 240 at 1,600 TA 5CM 4HyA F 7,745 3,741 33,600 15,241 0.06 5,56 104 at 2,500 240 at 1,600 TA 5CM 4HyA F 7,740 3,733 3,733 3,740 0.00 5,50 104 at 1,700 3,700 at 1,000 TA 5CM 4HyA F 7,740 3,740 at 1,740 1,740 at 1,740 at 1,740 at 1,740 1,740 at 1,740 1,740 at 1,740 1,740 at 1,74	3,912 31,360 14,225 06 536 14918.2500 200 21,000 UV 4 or 5 449,A F 10 3,912 53,760 24,385 06 536 1700 300 200 21,000 UV 4 or 5 449,A F 7 7 7 3,912 53,760 24,385 06 536 1700 300 21,300 170 4 or 5 449,A F 7 7	3,973 53,760 24,385 O6 5,56 104 at 2,500 240 at 1,600 OW CM 4A F 6 6	2.00—20 (2)-pty tyres. In Available with 1000—20 (12-pty) tyres. a Available with Gardner 41 Mrt. 12NC available with Lydnad 0.375 engine. Mark 15/10 range available asso with Gardner 41 Also available with additional trailing rear axle as six-wheeler. 7-tonner now has Perkins 354 eng.	2,200 19:50 8,686 P4 3.89 70 at 2,800 165 at 1,600 5pB 5C 4HyV F 9 2,223 19:50 8,686 P4 3.89 70 at 2,800 165 at 1,600 5pB 5C 4HyV F 19 9,150 8,686 P4 3.89 70 at 2,800 165 at 1,600 5pB 5C 4HyV F 10 2,248 19:50 8,686 P4 3.89 70 at 2,800 165 at 1,600 5pB 5C 4HyV F 10 2,248 19:50 8,686 P4 3.89 70 at 2,800 165 at 1,600 5pB 5C 4HyV F 10 2,249 19:50 8,686 P4 3.89 70 at 2,800 165 at 1,600 5pB 5C 4HyV F 11 10 2,291 19:50 8,686 P4 3.89 70 at 2,800 165 at 1,600 5pB 5C 4HyV F 11 2,291 19:50 8,686 P4 3.89 70 at 2,800 165 at 1,600 5pB 5C 4HyV F 11 2,291 19:50 8,686 P4 3.89 70 at 2,800 165 at 1,600 5pB 5C 4HyV F 11 2,291 19:50 8,686 P4 3.89 70 at 2,800 165 at 1,600 5pB 5C 4HyV F 11 2,291 19:50 8,680 P4 3.89 70 at 2,800 165 at 1,600 5pB 5C 4HyV F 11 2,291 19:50 8,680 P4 3.89 70 at 2,800 165 at 1,600 5pB 5C 4HyV F 12 2,291 19:50 8,680 P4 3.89 70 at 2,800 165 at 1,600 5pB 5C 4HyV F 12 2,291 19:50 8,680 P4 3.89 70 at 2,800 165 at 1,600 5pB 5C 4HyV F 12 2,291 19:50 8,680 P4 3.89 70 at 2,800 165 at 1,600 5pB 5C 4HyV F 12 2,291 19:50 8,680 P4 3.89 70 at 2,800 165 at 1,600 5pB 5C 4HyV F 12 2,291 19:50 8,680 P4 3.89 70 at 2,800 165 at 1,600 5pB 5C 4HyV F 13 2,291 19:50 8,680 P4 3.89 70 at 2,800 165 at 1,600 5pB 5C 4HyV F 12 2,291 19:50 8,680 P4 3.89 70 at 1,800 P4 2,800 165 at 1,600 5pB 5C 4HyV F 12 2,291 19:50 8,680 P4 3.89 70 at 1,800 P4 2,800 165 at 1,800 P4 2,800 P4 2,	2.246 19150 8.686 06 5.0 80 12.200 210 11 200 518 5C 4497 F 10 2.216 19150 8.686 06 5.0 80 12.220 210 1300 588 5C 4497 F 10 2.216 19150 8.686 06 5.0 80 12.220 210 1300 588 5C 4497 F 10 2.216 19150 8.686 06 5.0 80 12.220 210 1300 588 5C 4497 F 11 2.216 19150 8.686 06 5.0 80 12.220 210 1300 588 5C 4497 F 11 2.216 19150 8.686 06 5.0 80 12.220 210 1300 588 5C 4497 F 11 2.216 19150 8.686 06 5.0 80 12.220 210 1300 588 5C 4497 F 11 2.216 19150 8.686 06 5.0 80 12.220 21 1400 588 5C 4497 F 11 2.216 19150 8.686 06 5.0 80 12.220 21 1400 588 5C 4497 F 11 2.216 19150 8.686 06 5.0 80 12.200 21 1400 588 5C 4497 F 11 2.216 19150 8.686 06 5.0 80 12.200 11 10 10 10 10 10 10 10 10 10 10 10 1	Tayload on above models is from 5,000 for (1,000 for 12,000 for	- 3,806 1,727 P4 0.948 35 at 4,500 46 at 2,750 HP 45yn 4Hy F 5	4,200 1,905 P4 1,67 50.5 at 4,000 84 at 2,100 HP 45yn 4Hy F 5	4,088 1,854 P4 1.67 50.5 at 4,000 84 at 2,100 HP 45yn 4Hy F 5 9	4,620 4,096 P4 2,000 68 at 4,200 113 at 2,000 HP 45yn 4Hy	2,132 15,680 7112 O6 4.18 85.5a.2.600 188 at 1,400 5p8 4C 4Hy F 2,182 15,680 7412 O6 4.18 85.5a.2.600 188 at 1,400 5p8 4C 4Hy F 3,48 20,880 9,448 O6 4.18 85.8a.2,600 188 at 1,400 5p8 4or5C 4HyV F 3,43 20,830 9,448 O6 4.18 85.8a.2,600 188 at 1,400 5p8 4or5C 4HyV F 6 4 4 4 5 5 5 at 2,600 188 at 1,400 5p8 4or5C 4HyV F 6 5 at 2,600 188 at 1,400 5p8 4or5C 4HyV F 6 5 at 2,600 188 at 1,400 5p8 4or5C 4HyV F 6 5 at 2,600 188 at 1,400 5p8 4or5C 4HyV F 6 5 at 2,600 188 at 1,400 5p8 4or5C 4HyV F 6 5 at 2,600 188 at 1,400 5p8 4or5C 4HyV F 6 5 at 2,600 188 at 1,400 5p8 4or5C 4HyV F 6 5 at 2,600 188 at 1,400 5p8 4or5C 4HyV F 6 5 at 2,600 188 at 1,400 5p8 4or5C 4HyV F 6 5 at 2,600 188 at 1,400 5p8 4or5C 4HyV F 6 5 at 2,600 188 at 1,400 5p8 4or5C 4HyV F 6 5 at 2,600 188 at 1,400 5p8 4or5C 4HyV F 6 5 at 2,600 188 at 1,400 5p8 4or5C 4HyV	2,547 19,820 8,990 O6 418 85,582,560 188 at 1400 5p8 40.5C 4HyV F 2,590 19,820 8,990 O6 418 85,582,5400 188 at 1400 5p8 40.5C 4HyV F 7,590 19,820 8,990 O6 418 85,582,5400 188 at 1400 5p8 40.5C 4HyV F 7,590 17,590 18,590 O6 418 85,582,5400 188 at 1400 5p8 40.5C 4HyV F 7,590 17,590 18,590 O6 418 85,582,5400 188 at 1400 5p8 40.5C 4HyV F 7,590 17,590 18,	3.506 22.506 10.415 PB 5.50 140.82.5.20 248.82.200 50B 80CM 4HyA F 100 3.506 22.506 10.415 PB 6.52 1488.3.500 312.82.200 50B 80CM 4HyA F 10 3.887 40.320 18.289 O6 7.88 115.5.8.1.800 334.8.1.000 50B 5 0.6 4HyA F 7	3,987 49,280 22,353 O6 9.83 139 at 2,000 430 at 1,200 5pB 5 or 6 4HyA F 7	3,937 31,360 14,228 O6 7.88 115.5 at 1,800 354 at 1,000 SpB 5 or 6 4HyA F 11 0	4,037 31,360 14,225 O6 9,83 139 at 2,000 430 at 1,200 5pB 5 or 6 4HyA F 11	4,037 31,360 14,225 O6 7.88 115.5 at 1,800 354 at 1,000 5p8 5 or 6 4HyA F 13	4,137 31,360 14,225 O6 9,83 139 ar 2,000 430 ar 1,200 5p8	4,064 31,360 14,225 O6 7.88 115.5 at 1,800 354 at 1,000 5p8 5 or 6 4HyA F
Hassinum Fuel Engine Maximum Engine Final Wood Wood Mood Grieer's Greech Greec	8,329 33,600 15,241 O6 5,56 104 at 2,500 240 at 1,600 TA 5CM 4HyA N 13,739 33,600 15,241 O6 5,56 104 at 2,500 240 at 1,600 TA 5CM 4HyA N 13,737 33,600 15,241 C6 5,56 104 at 2,500 240 at 1,600 TA 5CM 4HyA N 13,730 33,600 15,241 C6 5,56 104 at 2,500 240 at 1,600 TA 5CM 4HyA F 3,433 33,600 15,241 C6 5,56 104 at 2,500 240 at 1,600 TA 5CM 4HyA F 4,004 31,330 41,225 O5) 5,50 104 at 1,700 30 at 1,600 TA 5CM 4HyA F 4,004 31,360 14,225 O5) 5,60 104 at 2,500 240 at 1,600 TA 6 CM 4HyA F 5	3,912 31,360 14,225 06 5.36 144,4700 300 20 41,600 UW 4 or 5 449,4 F 10 3,912 53,760 24,385 06 5.36 144,7700 300 41,300 UW 4 or 5 449,4 F 10 4,012 53,760 24,385 06 5.36 17,013 300 41,300 UW 4 or 5 449,4 F 7	3,973 53,760 24,385 O6 5,56 104 at 2,500 240 at 1,600 OW CM 4A F 6 6	2.00—20 (2)-pty tyres. In Available with 1000—20 (12-pty) tyres. a Available with Gardner 41 Mrt. 12NC available with Lydnad 0.375 engine. Mark 15/10 range available asso with Gardner 41 Also available with additional trailing rear axle as six-wheeler. 7-tonner now has Perkins 354 eng.	2,200 19:50 8,686 P4 3.89 70 at 2,800 165 at 1,600 5pB 5C 4HyV F 9 2,223 19:50 8,686 P4 3.89 70 at 2,800 165 at 1,600 5pB 5C 4HyV F 19 9,150 8,686 P4 3.89 70 at 2,800 165 at 1,600 5pB 5C 4HyV F 10 2,248 19:50 8,686 P4 3.89 70 at 2,800 165 at 1,600 5pB 5C 4HyV F 10 2,248 19:50 8,686 P4 3.89 70 at 2,800 165 at 1,600 5pB 5C 4HyV F 10 2,249 19:50 8,686 P4 3.89 70 at 2,800 165 at 1,600 5pB 5C 4HyV F 11 10 2,291 19:50 8,686 P4 3.89 70 at 2,800 165 at 1,600 5pB 5C 4HyV F 11 2,291 19:50 8,686 P4 3.89 70 at 2,800 165 at 1,600 5pB 5C 4HyV F 11 2,291 19:50 8,686 P4 3.89 70 at 2,800 165 at 1,600 5pB 5C 4HyV F 11 2,291 19:50 8,686 P4 3.89 70 at 2,800 165 at 1,600 5pB 5C 4HyV F 11 2,291 19:50 8,680 P4 3.89 70 at 2,800 165 at 1,600 5pB 5C 4HyV F 11 2,291 19:50 8,680 P4 3.89 70 at 2,800 165 at 1,600 5pB 5C 4HyV F 12 2,291 19:50 8,680 P4 3.89 70 at 2,800 165 at 1,600 5pB 5C 4HyV F 12 2,291 19:50 8,680 P4 3.89 70 at 2,800 165 at 1,600 5pB 5C 4HyV F 12 2,291 19:50 8,680 P4 3.89 70 at 2,800 165 at 1,600 5pB 5C 4HyV F 12 2,291 19:50 8,680 P4 3.89 70 at 2,800 165 at 1,600 5pB 5C 4HyV F 12 2,291 19:50 8,680 P4 3.89 70 at 2,800 165 at 1,600 5pB 5C 4HyV F 13 2,291 19:50 8,680 P4 3.89 70 at 2,800 165 at 1,600 5pB 5C 4HyV F 12 2,291 19:50 8,680 P4 3.89 70 at 1,800 P4 2,800 165 at 1,600 5pB 5C 4HyV F 12 2,291 19:50 8,680 P4 3.89 70 at 1,800 P4 2,800 165 at 1,800 P4 2,800 P4 2,	2.246 19150 8.686 06 5.0 80 12.200 210 11 200 518 5C 4497 F 10 2.216 19150 8.686 06 5.0 80 12.220 210 1300 588 5C 4497 F 10 2.216 19150 8.686 06 5.0 80 12.220 210 1300 588 5C 4497 F 10 2.216 19150 8.686 06 5.0 80 12.220 210 1300 588 5C 4497 F 11 2.216 19150 8.686 06 5.0 80 12.220 210 1300 588 5C 4497 F 11 2.216 19150 8.686 06 5.0 80 12.220 210 1300 588 5C 4497 F 11 2.216 19150 8.686 06 5.0 80 12.220 210 1300 588 5C 4497 F 11 2.216 19150 8.686 06 5.0 80 12.220 21 1400 588 5C 4497 F 11 2.216 19150 8.686 06 5.0 80 12.220 21 1400 588 5C 4497 F 11 2.216 19150 8.686 06 5.0 80 12.200 21 1400 588 5C 4497 F 11 2.216 19150 8.686 06 5.0 80 12.200 11 10 10 10 10 10 10 10 10 10 10 10 1	2,740 1,727 P4 0,948 35 at 4,500 46 at 2,750 HP 45yn 4HY N 2,838 01,727 P4 0,948 35 at 4,500 46 at 2,750 HP 45yn 4HY N 2	3.808 1,727 P4 0.948 35 at 4,500 46 at 2,750 HP 45yn 4Hy F 5	4,200 1,905 P4 1.67 50.5 at 4,000 84 at 2,100 HP 45yn 4Hy F 5	4,088 1,854 P4 1.67 50.5 at 4,000 84 at 2,100 HP 45yn 4Hy F 5 9	4,620 4,096 P4 2,000 68 at 4,200 113 at 2,000 HP 45yn 4Hy	2,132 15,680 7112 O6 4.18 85.5a.2.600 188 at 1,400 5p8 4C 4Hy F 2,182 15,680 7412 O6 4.18 85.5a.2.600 188 at 1,400 5p8 4C 4Hy F 3,48 20,880 9,448 O6 4.18 85.8a.2,600 188 at 1,400 5p8 4or5C 4HyV F 3,43 20,830 9,448 O6 4.18 85.8a.2,600 188 at 1,400 5p8 4or5C 4HyV F 6 4 4 4 5 5 5 at 2,600 188 at 1,400 5p8 4or5C 4HyV F 6 5 at 2,600 188 at 1,400 5p8 4or5C 4HyV F 6 5 at 2,600 188 at 1,400 5p8 4or5C 4HyV F 6 5 at 2,600 188 at 1,400 5p8 4or5C 4HyV F 6 5 at 2,600 188 at 1,400 5p8 4or5C 4HyV F 6 5 at 2,600 188 at 1,400 5p8 4or5C 4HyV F 6 5 at 2,600 188 at 1,400 5p8 4or5C 4HyV F 6 5 at 2,600 188 at 1,400 5p8 4or5C 4HyV F 6 5 at 2,600 188 at 1,400 5p8 4or5C 4HyV F 6 5 at 2,600 188 at 1,400 5p8 4or5C 4HyV F 6 5 at 2,600 188 at 1,400 5p8 4or5C 4HyV F 6 5 at 2,600 188 at 1,400 5p8 4or5C 4HyV F 6 5 at 2,600 188 at 1,400 5p8 4or5C 4HyV	2,547 19,820 8,990 O6 418 85,582,560 188 at 1400 5p8 40.5C 4HyV F 2,590 19,820 8,990 O6 418 85,582,5400 188 at 1400 5p8 40.5C 4HyV F 7,590 19,820 8,990 O6 418 85,582,5400 188 at 1400 5p8 40.5C 4HyV F 7,590 17,590 18,590 O6 418 85,582,5400 188 at 1400 5p8 40.5C 4HyV F 7,590 17,590 18,590 O6 418 85,582,5400 188 at 1400 5p8 40.5C 4HyV F 7,590 17,590 18,	3.506 22.506 10.415 PB 5.50 140.82.5.20 248.82.200 50B 80CM 4HyA F 100 3.506 22.506 10.415 PB 6.52 1488.3.500 312.82.200 50B 80CM 4HyA F 10 3.887 40.320 18.289 O6 7.88 115.5.8.1.800 334.8.1.000 50B 5 0.6 4HyA F 7	3,987 49,280 22,353 O6 9.83 139 at 2,000 430 at 1,200 5pB 5 or 6 4HyA F 7	3,937 31,360 14,225 O6 7.88 115.5 at 1,800 354 at 1,000 SpB 5 or 6 4HyA F 11 0	4,037 31,360 14,225 O6 9,83 139 at 2,000 430 at 1,200 5pB 5 or 6 4HyA F 11	4,037 31,360 14,225 O6 7.88 115.5 at 1,800 354 at 1,000 5p8 5 or 6 4HyA F 13	4,137 31,360 14,225 O6 9,83 139 ar 2,000 430 ar 1,200 5p8	4,064 31,360 14,225 O6 7.88 115.5 at 1,800 354 at 1,000 5p8 5 or 6 4HyA F
Maximum rule Engine Maximum Engine Final Word Wheels Con- Rear of Rear of Grogeross weight and Engine Ph.p. torqua drive speeds braked trol bulkhead bulkhead braked trol bulkhead bulkhead to control of crystal ord and system system of rar axis of frame to bulkhead to bu	33,600 15,241 O6 5,56 104 at 2,500 240 at 1,600 TA 5CM 4HyA N 33,600 15,241 O6 5,56 104 at 2,500 240 at 1,600 TA 5CM 4HyA N 33,600 15,241 C6 5,56 104 at 2,500 240 at 1,600 TA 5CM 4HyA N 33,600 15,241 C6 5,56 104 at 2,500 240 at 1,600 TA 5CM 4HyA F 33,600 15,241 C6 5,56 104 at 2,500 240 at 1,600 TA 5CM 4HyA F 33,600 15,241 C6 5,56 104 at 2,500 240 at 1,600 TA 5CM 4HyA F 31,360 14,225 O5/5 (9) 94 at 1,700 30 at 1,300 TA 6 or 5 HyA F 5 C6 5,56 104 at 2,500 240 at 1,600 C0W CM	31,360 14,225 06 5.36 144,1700 300 130 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	160 24.385 O6 8.56 104 8.2.500 240 81.1.600 OW CM 4A F 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	2.00—20 (2)-pty tyres. In Available with 1000—20 (12-pty) tyres. a Available with Gardner 41 Mrt. 12NC available with Lydnad 0.375 engine. Mark 15/10 range available asso with Gardner 41 Also available with additional trailing rear axle as six-wheeler. 7-tonner now has Perkins 354 eng.	19,150 8,686 P4 3.89 70 at 2,800 165 at 1,600 SpB SC 4HyV F 199 19,150 8,686 P4 3.89 70 at 2,800 165 at 1,600 SpB SC 4HyV F 199 19,150 8,686 P4 3,89 70 at 2,800 165 at 1,600 SpB SC 4HyV F 10 19,150 8,686 P4 3,89 70 at 2,800 165 at 1,600 SpB SC 4HyV F 10 19,150 8,686 P4 3,89 70 at 2,800 165 at 1,600 SpB SC 4HyV F 110 19,150 8,686 P4 3,89 70 at 2,800 165 at 1,600 SpB SC 4HyV F 110 19,150 8,686 P4 3,99 70 at 2,800 165 at 1,600 SpB SC 4HyV F 112	19 150 8,686 0.6 5.0 80 1.2,200 210 110 210	2,740 1,727 P4 0,948 35 at 4,500 46 at 2,750 HP 45yn 4HY N 2,838 01,727 P4 0,948 35 at 4,500 46 at 2,750 HP 45yn 4HY N 2	1,727 P4 0.948 35 at 4,500 46 at 2,750 HP 45yn 4Hy F 5	1,905 P4 1.67 50.5 at 4,000 84 at 2,100 HP 45yn 4Hy F 5	1,854 P4 1.67 50.5 at 4,000 84 at 2,100 HP 45yn 4Hy F 5 9	2,096 P4 2.006 68 at 4,200 113 at 2,000 HP 45yn 4Hy	15,680 7112 O6 4.18 85.5 at 2,600 188 at 1,400 5p8 4C 4Hy F 13,680 9,448 0.6 4.18 85.5 at 2,600 188 at 1,400 5p8 4C 4Hy F 2,038 9,448 0.6 4.18 85.5 at 2,600 188 at 1,400 5p8 4cr5C 4HyV F 2,038 0,448 0.6 4.18 85.5 at 2,600 188 at 1,400 5p8 4cr5C 4HyV F 2,038 0,448 0.6 4.18 85.5 at 2,600 188 at 1,400 5p8 4cr5C 4HyV F 2,038 0,448 0.6 4.18 85.5 at 2,600 188 at 1,400 5p8 4cr5C 4HyV F 2,038 0,448 0.6 4.18 85.5 at 2,600 188 at 1,400 5p8 4cr5C 4HyV F 2,038 0,448 0.6 4.18 85.5 at 2,600 188 at 1,400 5p8 4cr5C 4HyV F 2,038 0,448 0.6 4.18 85.5 at 2,600 188 at 1,400 5p8 4cr5C 4HyV F 2,038 0,448 0.6 4.18 85.5 at 2,600 188 at 1,400 5p8 4cr5C 4HyV F 2,038 0,448 0.6 4.18 85.5 at 2,600 188 at 1,400 5p8 4cr5C 4HyV F 2,038 0,448 0.6 4.18 85.5 at 2,600 188 at 1,400 5p8 4cr5C 4HyV F 2,038 0,448 0.6 4.18 85.5 at 2,600 188 at 1,400 5p8 4cr5C 4HyV F 2,038 0,448 0.6 4.18 85.5 at 2,600 188 at 1,400 5p8 4cr5C 4HyV F 2,038 0,400 5p8 4cr5C 4HyV F 2,038 0,448 0.6 4.18 85.5 at 2,600 188 at 1,400 5p8 4cr5C 4HyV F 2,038 0,448 0.6 4.18 85.5 at 2,600 188 at 1,400 5p8 4cr5C 4HyV F 2,038 0,400 5p8 0,400 5p8 4cr5C 4HyV F 2,038 0,400 5p8 4c	13,600 8,990 Oc 4.18 85,582,600 188 81,400 5pB 40:5C 4HyV F 13,820 8,990 Oc 4.18 85,582,600 188 81,400 5pB 40:5C 4HyV F 13,820 8,990 Oc 4.18 85,582,600 188 81,400 5pB 40:5C 4HyV F 13,820 8,990 Oc 4.18 85,582,500 188 81,400 5pB 40:5C 4HyV F 13,820 8,990 Oc 4.18 85,582,500 188 81,400 5pB 40:5C 4HyV F 13,820 81,	22,960 10,415 PP 5.56 140,82,520 248 at 2,200 5pB 9CP 4HyA F 10 40,320 18,289 O6 7,88 115,5 at 1,800 354 at 1,000 5pB 5 or 6 4HyA F 7	22,353 O6 9.83 139 at 2,000 430 at 1,200 5pB 5 or 6 4HyA F 7	14,225 O6 7.88 115,5 at 1,800 354 at 1,000 SpB 5 or 6 4HyA F 11 0	14,225 O6 9,83 139 at 2,000 430 at 1,200 5pB 5 or 6 4HyA F 11	14,225 O6 7.88 115.5 at 1,800 354 at 1,000 5p8 5 or 6 4HyA F 13	14,225 O6 9,83 139 at 2,000 430 at 1,200 5p8	14,225 O6 7.88 115.5 at 1,800 354 at 1,000 5p8 5 or 6 4HyA F
Puel Engine Maximum Engine Final Mod Wood Mod driver's driver's Mod Capa No. Capa No	52.24 06 5.56 104 at 2.500 240 at 1.600 TA 5CM 44yA N 5.24 06 5.56 104 at 2.500 240 at 1.600 TA 5CM 44yA N 5.24 06 5.56 104 at 2.500 240 at 1.600 TA 5CM 44yA N 5.24 0.06 5.56 104 at 2.500 240 at 1.600 TA 5CM 44yA F 5.24 0.06 5.56 104 at 2.500 240 at 1.600 TA 5CM 44yA F 5.24 0.06 5.56 104 at 2.500 240 at 1.600 TA 5CM 44yA F 4.22 0.5 0.94 at 1.700 300 at 1.300 TA 4 or 5 44yA F 4.22 0.5 0.94 at 1.300 740 at 1.300 TA 4 or 5 44yA F 5.24 0.06 5.56 104 at 2.500 240 at 1.300 TA 4 or 5 44yA F 4.22 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.5	14,223 55/1 (14,222 55/1 (14,22	S O6 5.56 104 st 2.500 240 st 1.600 OW CM SCM 4A F 6 6	(12.0pt) yrres. DAvailable with JOOD—20 (12.0pt) yrres. a Available with Gardner 4i available with Leyland 0.375 engine. Mark 15;10 ranga available aiso with Gardner 4i ble with additional trailing rear axle as six-wheeler. 7-ronner now has Perkins 354 eng	8,646 P4 3.89 70 at 2.800 165 at 1,600 5p8 5C 4HyV F 8,666 P4 3.89 70 at 2.800 165 at 1,600 5p8 5C 4HyV F 10 8,666 P4 3.89 70 at 2.800 165 at 1,600 5p8 5C 4HyV F 10 8,666 P4 3.89 70 at 2.800 165 at 1,600 5p8 5C 4HyV F 10 8,666 P4 3.89 70 at 2.800 165 at 1,600 5p8 5C 4HyV F 110 8,666 P4 3.89 70 at 2.800 165 at 1,600 5p8 5C 4HyV F 110 8,666 P4 3.89 70 at 2,800 165 at 1,600 5p8 5C 4HyV F 112 8,660 P4 3.89 70 at 2,800 165 at 1,600 5p8 5C 4HyV	8.886 06 5.0 80 82.200 210 81 500 588 5C 4447 F 19 8.886 06 5.0 80 82.200 210 81 500 588 5C 4447 F 19 8.886 06 5.0 80 82.200 210 81 300 588 5C 4447 F 19 8.886 06 5.0 80 82.200 210 81 300 588 5C 4447 F 19 8.886 06 5.0 80 82.200 210 81 300 588 5C 4447 F 19 8.886 06 5.0 80 82.200 210 81 300 588 5C 4447 F 19 8.886 06 5.76 105 82.200 210 81 300 588 5C 4447 F 19 8.886 06 5.76 105 82.200 210 81 300 580 5C 4447 F 19 8.886 06 5.76 105 82.200 210 81 300 580 5C 4447 F 19 8.886 06 5.76 105 82.200 210 81 300 580 5C 4447 F 19 8.886 06 5.76 105 82.200 210 81 300 580 5C 4447 F 19 8.886 06 5.76 105 82.200 210 81 300 580 5C 4447 F 19 8.886 06 5.76 105 82.200 210 81 300 580 5C 4447 F 19 8.886 06 5.76 105 82 82 82 82 82 82 82 82 82 82 82 82 82	1,343 Pt 0,946 33 at 4,500 46 at 2,750 HP 45yn 4HY N 2 1,727 Pt 0,946 35 at 4,500 46 at 2,750 HP 45yn 4HY F 5	1,727 P4 0.948 35 at 4,500 46 at 2,750 HP 45yn 4Hy F 5	1,905 P4 1.67 50.5 at 4,000 84 at 2,100 HP 45yn 4Hy F 5	1,854 P4 1.67 50.5 at 4,000 84 at 2,100 HP 45yn 4Hy F 5 9	2,096 P4 2.006 68 at 4,200 113 at 2,000 HP 45yn 4Hy	7112 O6 418 85.5 at 2.600 188 at 1.400 5pB 4C 4Hy F 7.12 O6 418 85.5 at 2.600 188 at 1.400 5pB 4C 4Hy F 9.448 O6 418 85.5 at 2.600 188 at 1.400 5pB 4cr5C 4HyV F 9.448 O6 418 85.5 at 2.600 188 at 1.400 5pB 4cr5C 4HyV F 7.400 6418 65.5 at 2.600 188 at 1.400 5pB 4cr5C 4HyV F 7.400 6418 65.5 at 2.600 188 at 1.400 5pB 4cr5C 4HyV F 7.400 6418 65.5 at 2.600 188 at 1.400 5pB 4cr5C 4HyV F 7.400 6418 65.5 at 2.600 188 at 1.400 5pB 4cr5C 4HyV F 7.400 6418 65.5 at 2.600 188 at 1.400 5pB 4cr5C 4HyV F 7.400 6418 65.5 at 2.600 188 at 1.400 5pB 4cr5C 4HyV F 7.400 6418 65.5 at 2.600 188 at 1.400 5pB 4cr5C 4HyV F 7.400 6418 65.5 at 2.600 188 at 1.400 5pB 4cr5C 4HyV F 7.400 6418 65.5 at 2.600 188 at 1.400 5pB 4cr5C 4HyV F 7.400 6418 65.5 at 2.600 188 at 1.400 5pB 4cr5C 4HyV F 7.400 6418 65.5 at 2.600 188 at 1.400 5pB 4cr5C 4HyV F 7.400 6418 65.5 at 2.600 188 at 1.400 5pB 4cr5C 4HyV F 7.400 6418 65.5 at 2.600 188 at 1.400 5pB 4cr5C 4HyV F 7.400 6418 65.5 at 2.600 188 at 1.400 5pB 4cr5C 4HyV F 7.400 6418 65.5 at 2.600 188 at 1.400 5pB 4cr5C 4HyV F 7.400 6418 65.5 at 2.600 188 at 1.400 5pB 4cr5C 4HyV F 7.400 6418 65.5 at 2.600 188 at 1.400 5pB 4cr5C 4HyV F 7.400 6418 65.5 at 2.600 6418 65.5 at	8,990 O6 418 85.5 at 2,600 188 at 1,400 508 4675C 4HyV F 8,990 O6 418 85.5 at 2,600 188 at 1,400 508 4675C 4HyV F F 8,990 O6 418 85.5 at 2,600 188 at 1,400 508 4675C 4HyV F F 8,990 O6 418 85.5 at 2,600 188 at 1,400 508 4675C 4HyV	10,473 F8 5-67 140 12,570 12,88 22,200 59B 8CF 419,4A F 10 10,478 P8 6.52 168 2,5,500 312 2,2,200 59B 8CF 419,4A F 10	22,353 O6 9.83 139 at 2,000 430 at 1,200 5pB 5 or 6 4HyA F 7	14,225 O6 7.88 115,5 at 1,800 354 at 1,000 SpB 5 or 6 4HyA F 11 0	14,225 O6 9,83 139 at 2,000 430 at 1,200 5pB 5 or 6 4HyA F 11	14,225 O6 7.88 115.5 at 1,800 354 at 1,000 5p8 5 or 6 4HyA F 13	14,225 O6 9,83 139 at 2,000 430 at 1,200 5p8	14,225 O6 7.88 115.5 at 1,800 354 at 1,000 5p8 5 or 6 4HyA F
True Engine Maximum Engine Final Mod. Mod. Wheel Con- Ariver's driver's Wheelbase Groot Cop- Ariver's Wheelbase Clean Cyls. Crys. at r.p.m. rorque driver speeds braked crol bulkhead bulkhead cyles. Cocurred cyles. Cop- Cyls. Cocurred System system system system of frame of frame to company to company to company to cocurred to company to co	06 556 104 at 2,500 240 at 1600 TA 5CM 4HyA N 06 556 104 at 2,500 240 at 1600 TA 5CM 4HyA N 0.06 556 104 at 2,500 240 at 1600 TA 5CM 4HyA N 0.06 556 104 at 2,500 240 at 1600 TA 5CM 4HyA F 0.06 556 104 at 2,500 240 at 1600 TA 5CM 4HyA F 0.06 556 104 at 2,500 240 at 1600 TA 5CM 4HyA F 0.05 750 94 at 1700 300 at 1600 TA 5CM 4HyA F 0.05 750 94 at 1700 300 at 1600 TA 5CM 4HyA F	0.6 7.5.9 144 at 4.500 7.200 at 1.000 0.00 0.00 0.00 0.00 0.00 0.00 0.	O6 8.56 104 at 2.500 240 at 1.600 OW CM 4A F 6 6	vallebyt pyres. A Available with (3.00—20 (1.2pt) yyers. A Available with Grandner 4i valleble with Leftand 0.375 engine. Mark 51:10 range available auso with Grandner 4i » with additional trailing rear axle as six-wheeler. 7-tonner now has Perkins 354 eng	P4 3.89 70 at 2.800 165 at 1,600 5p8 5C 4HyV F 9 9 13.89 70 at 2.800 165 at 1,600 5p8 5C 4HyV F 10 9 9 14.80 70 at 2.800 165 at 1,600 5p8 5C 4HyV F 10 10 10 10 10 10 10 10 10 10 10 10 10	0.65 5.0 88 m 2.200 2.00 m 500 598 5.0 m 500 508 5.0 m 500	12 12 13 14 15 15 15 15 15 15 15	P4 0.948 35 at 4,500 46 at 2,750 HP 45yn 4Hy F 5	P4 1.67 50.5 at 4,000 84 at 2,100 HP 45yn 4Hy F 5	P4 1.67 50.5 at 4,000 84 at 2,100 HP 45yn 4Hy F 5 9	74 2.006 68 at 4,200 113 at 2,000 HP 45yn 4Hy	0.6 4.18 85.5 at 2.600 188 at 1.400 5p8 4C 4Hy F 0.6 4.18 85.5 at 2.600 188 at 1.400 5p8 Ac 4Hy F 0.6 4.18 85.5 at 2.600 188 at 1.400 5p8 4cr5C 4HyV F 0.6 4.18 85.5 at 2.600 188 at 1.400 5p8 4cr5C 4HyV F	0.6 4.18 85.5 at 2.600 188 at 1.400 5p8 40.5C 4HyV F	P8 5.56 740.25.5750 Zeb 82 2.500 SpB 8CM 4HyA F 10 P6 5.28 82 5.500 312.82.200 SpB 8CM 4HyA F 10 P6 7.88 115.5.8c1,800 354.8c1,000 SpB 5 on 6 4HyA F 7	O6 9.83 139 at 2,000 430 at 1,200 SpB S or 6 4HyA F 7	O6 7.88 115.5 at 1,800 354 at 1,000 5pB 5 or 6 4HyA F 11 0	O6 9.83 139 at 2,000 430 at 1,200 SpB S or 6 4HyA F 11	O6 7.88 115.5 at 1,800 354 at 1,000 5p8 5 or 6 4HyA F 13	O6 9.83 139 at 2,000 430 at 1,200 SpB	O6 7.88 115.5 at 1,800 354 at 1,000 5p8 5 or 6 4HyA F
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Maximum Engine Final Mo. of Mo	104 at 2,500 240 at 1,600 TA 5CM 4HyA N 104 at 2,500 240 at 1,600 TA 5CM 4HyA N 104 at 2,500 240 at 1,600 TA 5CM 4HyA N 104 at 2,500 240 at 1,600 TA 5CM 4HyA F 104 at 2,500 240 at 1,600 TA 5CM 4HyA F 104 at 2,500 240 at 1,600 TA 5CM 4HyA F 104 at 2,500 20 at 1,600 TA 5CM 4HyA F 104 at 2,500 300 at 1,600 CW CM 2,000 at 1,600 CW CM 2,000 at 1,600 CW CM 3,000 at 1,600 CW CM 3,000 CM 2,000 at 1,600 CW CM 3,000 CM 2,000 at 1,600 CW CM 3,000	104 at 2.500 240 at 1.600 OW CM 104 at 2.500 240 at 1700 300 at 1.300 TA 4 or 5 4HyA F 10 94 at 1700 300 at 1.300 TA 4 or 5 4HyA F 7	104 at 2,500 240 at 1,600 OWV CM 4A F 6 6	b Available with 40,00—20 (12-plty) tyres c Available use with Gardner 4i h Leyland 0.375 engine. Mark 15/10 ranga available also with Gardner 4i ional trailing rear axle as six-wheeler. 7-tonner now has Perkins 354 eng	70 at 2,800 165 at 1,600 5p8 5C 4HyV F 70 at 2,800 155 at 1,600 5p8 5C 4HyV F 10 70 at 2,800 155 at 1,600 5p8 5C 4HyV F 10 70 at 2,800 155 at 1,600 5p8 5C 4HyV F 10 70 at 2,800 155 at 1,600 5p8 5C 4HyV F 10 70 at 2,800 155 at 1,600 5p8 5C 4HyV F 112 at 2,800 155 at 1,600 5p8 5C 4HyV	88 H 2 200 Z 10 H 100 S 10 S 10 S 10 S 10 S 10 S 10	10. (1,000 king) to 11,000 lb. (3,416 king); according to cap, body 3 at 4,500 46 at 2,500 HP 45yn 4HY N 2 35 at 4,500 46 at 2,500 HP 45yn 4HY F 5	35 at 4,500 46 at 2,750 HP 45yn 4Hy F 5	50.5 at 4,000 84 at 2,100 HP 45yn 4Hy F 5	50.5 at 4,000 84 at 2,100 HP 45yn 4Hy F 5 9	68 at 4,200 113 at 2,000 HP 45yn 4Hy	85.5 at 2.600 188 at 1.400 5p8 4C 4Hy F 85.5 at 2.600 188 at 1.400 5p8 4C 4Hy F 85.5 at 2.600 188 at 1.400 5p8 4C 5C 4HyV F 85.5 at 2.600 188 at 2.600 5p8 4C 5C 4HyV F 85.5 at 2.600 188 at 2.600 5p8 4C 5C 4HyV F 85.5 at 2.600 5p8 4C	85.5 at 2,600 188 at 1,400 5pB 40r5C 4HyV F 85.5 at 2,600 188 at 1,400 5pB 40r5C 4HyV F 85.5 at 2,600 188 at 1,400 5pB 40r5C 4HyV F	168 az 3.500 354 az 1.000 5p8 5 or 6 4HyA F 7	139 at 2,000 430 at 1,200 SpB S or 6 4HyA F 7	115.5 at 1,800 354 at 1,000 Sp8 5 or 6 4HyA F 11 0	139 at 2,000 430 at 1,200 SpB S or 6 4HyA F 11	115.5 at 1,800 354 at 1,000 5p8 5 or 6 4HyA F 13	139 at 2,000 430 at 1,200 SpB	115.5 at 1,800 354 at 1,000 SpB 5 or 6 4HyA F
Engine Final Wo. or wo. of wheel Con- driver's driver's Wheelbase Clean sorton system system of rear axis of rame as room fr. in m. fr. in m. fr. in m. in in the in m. in the in the interval in the	2.00 at 1.600 TA 5.CM 44yA N 2.00 at 1.600 TA 5.CM 44yA N 2.00 at 1.600 TA 5.CM 44yA F F 2.00 at 1.600 TA 5.CM 44yA F F 2.00 at 1.600 TA 5.CM 44yA F F 5.CM 1.600 TA 5.CM 44yA F F 5.CM 1.300 TA 5.CM 44yA F F 5.CM 1.300 TA 5.CM 44yA F F 5.00 at 1.600 CW CM 6.00 S 44yA F F 5.00 at 1.600 CW CM 5.00 S 44yA F F 5.00 at 1.600 CW CM 5.00 S 44yA F F 5.00 at 1.600 CW CM 5.00 S 44yA F F 5.00 at 1.600 CW CM 5.00 S 44yA F F 5.00 at 1.600 CW CM 5.00 S 44yA F F 5.00 at 1.600 CW CM 5.00 S 44yA F F 5.00 at 1.600 CW CM 5.00 S 44yA F 5.00 At 1.600 CW CM 5.00 S 44yA F 5.00 At 1.600 CW CM 5.00 S 44yA F 5.00 At 1.600 CW CM 5.00 S 44yA F 5.00 At 1.600 CW CM 5.00 S 44yA F 5.00 At 1.600 CW CM 5.00 S 44yA F 5.00 At 1.600 CW CM 5.00 S 44yA F 5.00 At 1.600 CW CM 5.00 S 44yA F 5.00 At 1.600 CW CM 5.00 S 44yA F 5.00 At 1.600 CW CM 5.00 S 44yA F 5.00 At 1.600 CW CM 5.00 S 44yA F 5.00 At 1.600 CW CM 5.00 S 44yA F 5.00 At 1.600 CW CM 5.00 S 44yA F 5.00 At 1.600 CW CM 5.00 S 44yA F 5.00 At 1.600 CW CM 5.00 S 44yA F 5.00 At 1.600 CW CM 5.00 S 44yA F 5.000 CW CM 5.00 S 44yA F 5.000 CW CM 5.00 CW CM 5.00 S 44yA F 5.000 CW CM 5.00 CW CM 5.00 S 44yA F 5.000 CW CM 5.00 CW CM 5.00 CW	300 at 3.300 TA/ 4 or 5 4 HyA F 10 300 at 3.300 TA/ 4 or 5 4 HyA F 7	240 at 1,600 OW CM 4A F 6 6	ith 10,00—20 (12.ply) tyres. c Available with Gardner 4 sngine. Mark 15,10 range available also with Gardner 4L raxle as six-wheeler. 7-tonner now has Perkins 354 eng	165 at 1600 SpB SC 4HyV F F 10 165 at 1600 SpB SC 4HyV F F 10 165 at 1600 SpB SC 4HyV F F 10 165 at 1600 SpB SC 4HyV F F 110 165 at 1600 SpB SC 4HyV F F 111 165 at 1600 SpB SC 4HyV F F 111 165 at 1600 SpB SC 4HyV F F 111	210 mt 1000 sps 500 sp	E. 10 11,000 10. (3,416 king), according to cab, body with a 46 kin 2,500 HP 45yn 4HY N 2 46 kin 2,750 HP 45yn 4HY F 5 5	46 at 2,750 HP 45yn 4Hy F 5	at 2,100 HP 45yn 4Hy F 5	84 at 2,100 HP 45yn 4Hy F 5 9	113 at 2,000 HP 45yn 4Hy	188 at 1,400 Sp8 4C 4Hy F 188 at 1,400 Sp8 4cr5C 4HyV	188 at 1,400 Sp8 4or5C 4HyV F 188 at 1,400 Sp8 4or5C 4HyV F 188 at 1,400 Sp8 4or5C 4HyV F 188 at 1,400 Sp8 4or5C 4HyV	312 at 2.200 Sp8 8CM 4HyA F 10 312 at 2.200 Sp8 8CM 4HyA F 7	430 at 1,200 SpB S or 6 4HyA F 7	354 at 1,000 Sp8 5 or 6 4HyA F 11 0	430 at 1,200 SpB S or 6 4HyA F 11	354 at 1,000 Sp8 S or 6 4HyA F 13	430 at 1,200 Sp8	354 at 1,000 SpB S or 6 4HyA F
Final fwd. wheels Con-driver's driver's driver's Wheelbase Groans graded system system of rear also of rear also of rear also frame fr. in m fr. in m fr. in m	2	000 TA/ 4 or 5 4HyA F 7	DR SCM 4A F 6 6	—20 (12-ply) tyres. c Available with Gardner 4. Mark 15:10 range available also with Gardner 4. six-wheeler. 7-tonner now has Perkins 354 eng.	8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	CACCOCACACACACACACACACACACACACACACACACA	19. (3.41b kitog.) according to cap, body a complete of the figure of th	750 HP 45yn 4Hy F 5	00 HP 45yn 4Hy F 5	100 HP 45yn 4Hy F 5 9	000 HP 45yn 4Hy	508 40 50 6 4Hy 5 6 4Hy	Sp8 4015C 4HyV	Spa 8CM AHYA F 10 Spa Sor 6 AHYA F 7	SpB Sor 6 4HyA F	Sp8 5 or 6 4HyA F 11 0	SpB S or 6 4HyA F 11	SpB Sor 6 4HyA F 13	Spe	Sp8 5 or 6 4HyA F
fived wheels Con-Reser of Rear of Grosses speeds braked trol buildhead buildhead buildhead system to centre to end system of rear axie of frame ff. in m fr. in m fr. in m	ZZZTTTTT	4 or 5 4HyA F 10	SCM 4A F 6 6	ply) tyres. c Available with Gardner 4 10 range available also with Gardner 4, ler. 7-tonner now has Perkins 354 eng	00000000000000000000000000000000000000	20000000000000000000000000000000000000	45yn 4Hy N 2 45yn 4Hy N 2 45yn 4Hy F 5	4Hy F 5	4Hy F S	45yn 4Hy F 5 9	45yn 4Hy	40 40 40 40 40 40 40 40 40 40 40 40 40 4	4075C 4HyV	SOT 6 4HYA F 10	S or 6 4HyA F 7	5 or 6 4HyA F 11 0	S or 6 4HyA F 11	Sor 6 4HyA F 13		S or 6 4HyA F
wheels Con-Resar of Resar of Graen of Darked troi builthead builthead builthead builthead to control to centre to end of rear axie of frame ff. in m ft. in m ft. in m	AAAAAA XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	5 4HyA F 7	4A F 6 6	. c Available with Gardner 4. available also with Gardner 4. nner now has Perkins 354 eng	>>>>>> *******************************	**************************************	AHY N 2 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	4Hy F 5	4Hy F S	4Hy F 5 9	4Hy	######################################	AHY WAYA	4HyA F 10	4HyA F 7	4HyA F 11 0	4HyA F 11	4HyA F 13	CM 4HyA F 13	4HyA F
Con- Rear of Rear of Groot driver's Wheelbase Clear to centre to end of rear axis of frame fr. in m	ZZZuuuu	F 7	9 9	ile with Gardner 4 o with Gardner 4L as Perkins 354 eng	*******	******	N N L	F 5	4	F 5 9		***	£ 44, 44, 14	100	F 7	F 11 0	F 4	6HyA F 13 0	HyA F 13	HYA F 15
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Rear of Gro bulkhead Wheelbase clear to end of rame fr in m in fr	こうちついかない	m o	-	44			0		-	-				000		-	-		0	0
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To a	FV4834%3	36 48	3	(Series engine.	44 4 8 8 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	488888	32 32 29	29	29		38	\$2\$2			37	¥ 52°	52	-	-	8
Circle circle	E 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	14.0			10.7	5,522.67	000	80.00	60	8.8	10.7	14.0	14.0	16.8	11.3	15.8	15.8			19.8
	9.00-20 9.00-20 9.00-20 9.00-20 9.00-20 9.00-20	10.00-20	8		222222 222222 222222	29×7 29×7 29×7 029×7 8.25×7 8.25×7	5.00	6.40-13	6.40-13	0	6.00-16	7.000 200 200 200 200 200 200 200 200 200	22.50	888	9.00-20	10.00-20	10.00-20		8	10.00-20
Tyres			10.00		XXXXXX		588	6.40-13	6.40-13	6.40	6.00	7.00-207	222	TIT	9.00-20T	10.00-207	10.00-207	8	8	10.00-207

INTERNAL-COMBUSTION THREE. AND FOUR-WHEELED GOODS VEHICLES (INCLUDING TRACTIVE UNITS)—Continued

	2	Payload	Chasse un and d	Chassis weight unladen and dry and without cab		Maximum gross weight (with load, oil, fuel water ecc),	Pue No.	Engine capa- city	Maximum b.h.p. at r.p.m.	Engine	Final	No. of fwd. speeds	No. of wheels braked and	Con-	Read	Rear of driver's bulkhead		Rear of driver's bulkhead		Wheelbase		Ground		Turning		Tyres
				-	-							system	system		of rea	r axle		frame				1				
THORNYCROFT— (Contd.) Trusty VK/QR6 (T)	91	kilog	9,420	kilog. 4.273	1b. 53,760	kilog. 24,835	8	litres 9,83	139 at 2,000	1b./fc. ac r.p.m. 430 ac 1,200	30	S or 6	4	14.	5.0	7 2.0	20	in. 95 3.0	Fi.e.	E.0	2.9.	in. cm.	. A	11.3	Front 10.00—20	10.00—20T 14-p
Trusty VK/QR6	21,520	9,761	10,260	4,654	33,600	15,241	ő	9.83	139 at 2,000	430 at 1,200	WO	S or 6	*	is.	10 4	3.2	13	3 4.0	13	m	4.0 1	101 26	7 56	17.3	11.00-20	11.00-20T 14-p
Trusty VK/QR6	21,400	9.707	10,380	4,708	33,600	15,241	8	9.83	139 at 2.000	430 at 1,200	WO	S or 6	*	16.	13 7	+	21	5 6.5	5 16	9	5.0	09 26.	7 65	19.8	11.00-20	11.00-20T 14-p
Trusty VKN/QR6 (T)	21,550	9.775	10,400	4,717	71,680	32,514	88	9.83	139 at 2,000 139 at 2,000	430 at 1,200 430 at 1,200	§ §	S S C M	\$\$	zz	10.00	2.5	œ=	74 2.6	13	01	8.3.4	109 26 109 26	26.7 47	14.3	11.00-20	11.00-207 14-p
Trussy VKN/QR6	21,170	9,603	10,780	4,890	33,600	15,241	ð	9.83	139 at 2,000	430 at 1,200	WO	5 OF 6	*	z	11 3	3.4	17	9 5.4	4 16	6	5.1	101 24	26.7 67	20.4	11.00-20	11.00-20T 14-p
Medium Dumper 4×4	4 26,000	-	11,794 17,080	7,747	44,800	20,321	8	9.83	170 at 2,200	450 at 1,200	SpB/	P	44	W.	8 2	2.5	1	04 3.4	4 10	0	3.0	14 35.	64 9	14.9	12.00-24	12.00-24T 16-p
2										Figures for pay	load i	nclude w	eight of be	body.												
Forward-control S.W.B. Forward-control L.W.B.	.B. 2,240 .B. 2,800	1,016	2,161	1,026	5,712	2,591	00	236	41 ac 2,400	101 at 1,400 101 at 1,400	åå II	400 400 400 400	÷ † †	66. UL	8 11 8 10 54	3.2	27	63 3.8	26	04	2.4	94 24	1 42	12.8	6.50-16	6.50—16 B-p 6.50—16 B-p
V.W.	35,840	16,257	8,064	3,658	53,760	24,385	03	3.26	No details	available	WO	SCM	4HyV	44.	. 1	- 1	1	1	00	0	2.4	10} 26	9:	12.2	9.00-20	9.00-20T
"Series B Forester "Series II Oilfields "Series 12 Hannibal Series 16 Junior 4x4 Centipede 4x4	042,784 022,400 41,540 6,720 043,582	19,407 10,160 18,842 3,048 19,769	11111	11111	10,976 10,640 12,220 7,784 10,178	4,979 4,826 3,543 4,617	92099	5.4.7.0 5.4.7.0 5.6.4.0	75 at 1,700 75 at 1,700 89 at 1,700 73 at 1,700	237 at 1,300 237 at 1,300 300 at 1,300 202 at 1,500 237 at 1,300	\$8822 \$8822 \$8822 \$8822	000000 000000 000000	\$\$\$\$\$ £££\$\$	zzzzz	5 × 8 × 5	9,1110	40004	6224 -46624	#4#N4 #4#0#	5.505	7.2 7.2 7.2 7.2 7.2 7.2 7.2 7.2		30.5 30.5 30.5 30.5 30.5 30.5 50.5 50.5	125.75	11.00-20 9.00-20 12.00-20 10.00-20	11.00-20 12.00-20 10.00-20
W. B.E.	-		_							a With trailer.	۵	Four-wheel	steering.													
25-30-cwt. Diesel re-	3,360	1,524	1,680	762	6,160	2,794	902	1.14	15 at 1,800	45 at 1,250	DR	357	2Hy	u.	4	1.3	00	0 2.4	4 7	10	2.4	9	15.2 17	5.2	23×5	23×510-p
25-30-cwt. Diesel re-	3,360	1,524	1,680	762	6,160	2,794	902	1.14	15 at 1,000	45 at 1,250	DR 35y	35y	2Hy	u.	4	1.3	63	0 2.4	4 7	10	2.4	9	15.2 17	5.2	23×5	23×5 10-p

INTERNAL-COMBUSTION RIGID MULTI-WHEELED GOODS VEHICLES (INCLUDING TRACTIVE UNITS)

Abbrevision: (1) Tractor. "84t, wide. ‡ Available with left-hand steering. ‡ Export only. FUEL—P petrol; O, oil. FINAL DRIVE—Sp8, spiral bevel; Abbrevision: (1) Tractor. "84t, wide. ‡ Available with double reduction, publ. double reduction, publ. publ. Proposid: 174, sweepsed xis. \$18EDS (\$1918**)—Aux. sux/lishy. BRAKES. At sweepsed xis. \$18EDS (\$1918**)—Aux. sux/lishy. BRAKES.—A. sit. Hy, hydraulic; with compressed-air service; V. crash, hydraulic with vacuum service; V. crash, vacuum Hyd. hydraulic with vacuum service; V. crash (*), normal; \$2, semi-droward.



										-																-	
Make and model	Payload	peo	Cha witho and	Chassis weight unladen, without cab and dry	gross (with lifuel,	Maximum gross weight (with load, oil, fuel, water etc.)	Fuel and No. of cyls.	Eng- ine capa- city	Maximum b.h.p.	Engine	No. axies	Final drive and No. of driv'g axles	No. of fwd. speeds and system	No. of wheels braked and system	Con-	Adr. bull of re	Rear of driver's bulkhead to centre of rear axle		Rear of driver's bulkhead to end of frame		C Wheelbase		Ground		Turning		Standard tyres
Marshal GM6RHB	اي	kilog.	kilog. 1b. kilog.	kilog.	lb. kilog. 44,800 20,321	kilog. 20,321	8	7.68	litres 7.68 112 at 2,000	1b./fr. at r.p.m. 325 at 1,200	m	Sp82	SSyn	6 front A	4	50	8 3.0	fr. in.	3. 4.6	1,5	c'o.	3.6	.i.l	.m. 1.05.	15.2	10.01	9.00—20T 12-p
Marshal GM6RH8	1	1	11,300	5,126	11,300 5,126 44,800 20,321	20,321	80	7.68	7.68 112 at 2,000	325 at 1,200	m	Sp82	SSyn		S.	13	64 4.1	21	4	5 15	64 4.1 21 4 6.5 15 7 4.7	-	1	2	19.5	10.0	9.00-20T 12-p
Mammoth Major G6RAW		1	14,000	6,350	14,000 6,350 53,750 24,381	24,381	80	*9.6*	128 at 1,800	430 at 1,100	8	OW2	SCM		14.	9 10	3.0	15	0.4	8 11	108 3.0 15 102 4.8 11 0 3.4		104 26	26.6 46	46 14.0	10.00-20	10.00-20T 14-c
Mammoth Major G6RAW	11,	11	14,245	14,245 6,461	53,750 24,381 53,750 24,381	24,381	88	11.3	128 at 1,800 154 at 1,800	430 at 1,200 505 at 1,200	mm	0 W2	SCA	55	14. IL.	15.1	114 4.8	132	102 4.	7.5 17	50	3.4 11		27.9 70	70 21.3	10.00-20	10.00—207 14-F
#Mammoth Major G6RAW	1	1	14,870	6,745	14,870 6,745 53,750 24,381	24,381	8	*11.3	O6 "11.3 154 at 1,800	505 at 1,200	en	OW2	SCM	3	u.	15 1	4.8	24	6	5 17	15 114 4.8 24 9 7.5 17 04 5.2 11	2		9 70	21.	27.9 70 21.3 11.00—20	11.00—20T 14-p

May	5,	19
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THE COMMERCIAL MOTOR

Make and model Payload	A.E.C.—(Contd.)	moth Major III	eted Mammoth	#Bonneted Mammoth	ant 6 x 4 (T)	Militant 6×6 (T)	Militant 6 x 4 (T)	Militant 6×6 (T)	Mammoth Major GBRAS	Mammoth Major GBRAS	Mammoth Major G8RAS	Manmooth Major CBRAD Manmooth Major CBRAD Manmooth Major CBRAN Manmooth Major CBRA W Manmooth Major CBRA W Manmooth Major CBRA W Manmooth Major CBRAD Manmooth Major CBRAN Manmoo		RE27AN 22.340 IN E2.340 IN E2.347 IN	20,160 20,160 22,460 22,460 22,460 22,460 22,460 22,460	1366. 22.120 1366. 120
9	kilog.	1	1	1	1	1	1	1	1	1	1	immuni		10,088 10,088 10,088 10,160 9,141	44 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	200 1 1 2 2 0 0 1 1 2 2 0 0 1 2 2 0 0 0 1 2 2 0 0 0 1 2 2 0 0 0 1 2 2 0 0 0 1 2 2 0 0 0 1 2 2 0 0 0 1 2 2 0 0 0 1 2 2 0 0 0 1 2 2 0 0 0 1 2 2 0 0 0 1 2 2 0 0 0 1 2 2 0 0 0 1 2 2 0 0 0 1 2 2 0 0 0 1 2 2 0 0 0 1 2 2 0 0 0 1 2 2 0 0 0 1 2 2 0 0 0 1 2 2 0 0 0 0
Chassis weight unladen, without cab and dry	13,825	14,275	15,100	15,375	15,200	17,500	15,625	17,850	13,916	14,056	14,196	14.168 14.448 15.110 15.226 15.220 15.220 16.370 16.370		49,632 10,192 49,632 410,192 710,248	The second class of contract c	13.852 13.806 13.406 13.246 13.246 13.246 13.246 13.246
	kilog. 6,271	6.475	6.849	6,974	6,940	7,938	7,087	8,097	6,312	6.376	6,439	6,427 6,490 6,590 6,922 6,928 6,928 6,938 7,357 7,357	2011	4,369 4,623 4,623 4,648 4,648	and the same of th	6.693 6.693
gross (with I fuel,	lb. 53,750	53,750	53,750	53,750	54,850	54,850	54,850	54,850	53,750	53,750	53,750	\$3,750 \$3,750 \$4,000 \$4,000 \$4,000 \$4,000 \$6,550 \$6,550 \$6,550 \$6,550 \$6,550	04,700	34,720 34,720 34,720 34,720	CHE WE WE WE WE	2
Maximum gross weight (with load, oil, fuel, water, etc.)	kilog. 24,380	24,380	24,380	24,380	24,879	24,879	24,879	24,879	24,380	24,380	24,380	24,380 27,443 27,443 27,443 27,443 27,443 27,465 27,465 27,465 27,465 27,465 27,465 27,465 27,465 27,465 27,465	D	15,749 15,749 15,749 15,749	44000000	20 32 32 32 32 32 32 32 32 32 32 32 32 32
Cyls.	8	90	06 11	06 11	90	ő	ő	80	90	8	90	888888888888888888888888888888888888888	3	888888		888888888888888888888888888888888888888
Eng. Maxine b.l capa- at r	1.3 150 at	1.3 150 at	1.3 150 ac	1.3 150 at	1.3 150 at	11.3 150 at	11.3 150 a	11.3 150 a	9.64 128 a	*9.64 128 a	*9.64 128 a	9.9.9.9.9.9.9.9.9.9.9.9.9.9.9.9.9.9.9.		6.52 125 at 6.52 125 at 6.52 125 at 6.52 125 at 6.52 135 at	7.0 94 7.0 94 7.0 94 10.45 150 7.0 94 7.0 94 10.45 150	0.45 150 0.45 150
Maximum b.h.p. at r.p.m.	1,800	1,800	1,800	1,800	1,800	1,800	at 1,800	at 1,800	at 1,800	at 1,800	at 1,800	000000000000000000000000000000000000000		000000	24 1700 24 1700 25 1700 26 1700 27 1700 27 1700	######################################
Engine	16./ft. at r.p.m. 505 at 1,100	505 at 1,100	505 at 1,100	505 at 1,100	505 at 1,100	505 at 1,100	505 at 1,1	505 at 1,100	430 at 1,100	430 at 1,10	430 at 1,10	430 at 1,11,14,430 at 1,11,14,430 at 1,11,14,15,15,15,15,15,15,15,15,15,15,15,15,15,		3000 3000 3000 3000 3000 3000 3000 300	****	358 at 1.3
ax es	8	3	90	3	3	3	100	3	90	100	90	888888888888888888888888888888888888888		0000000		000000000000000000000000000000000000000
A And And Arive and Arive axles	OW2	OW2			200	200	285	200	280	580	280	2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		000000		666666666666666666666666666666666666666
fwd. speeds and system	72 SCM	72 SCM	B SCM	B SCM		B SCM				SCM SCM	SCM SCM	22222222222	280	2000000 E	200000000	00000000000000000000000000000000000000
wheels braked and and m system	₹,	49 L	1 6A	49 F	49 F	49 49	6A	¥9	49 40	49 L	49 F	44444444444	0 eng	TEEFER S	2202202	
Con-	u.	<u>u.</u>	Z	Z	<u>u</u>	14.	14.	aL.	ta.	u.		*****		*****		***
	20	4	0	1	10	10	13	13	13	14	9.	w40w40w40w404		29-79-	22222277	STATEMENT
Rear of driver's bulkhead to centre of rear axle	3, 2.8	0 4.3	64 2.6	93 3.6	94 3.3	94 3.3	11 4.2	11 4.2	64 4.1	101 4.5	34 5.0	44.044.044.044.04.	ř	**************************************	4.4.4.4.00.00	55555 <u>24444</u> 444
	42	3 22	13	6 19	3 15	1 15	19	19 2	20	22	24	24424424444	4	48488	555555555555555555555555555555555555555	2444444444
Rear of driver's bulkhead so end of frame	7.4.4	43 6.8	1 4.0	64 6.0	43 4.7	44 4.7	28 5.9	28 5.9	103 6.4	103 7.0	11 7.6	400-100-100-100-100-100-100-100-100-100-	4	22.20	40000000	アファファクターは、日本のなる
	12.	3 16	14	11	12	12	91	91 6	14	16	17	4004004004000		244744	7777756	**************************************
Wheelbase	in. 0 3.7	94 5.1	6 4.4	91 9.	104 3.9	101 3.9	0 4.9	0 4.9	8 4.5	0 4.9	4 S.	# # N # # N # # N # # N N N	1	0000000 400000	0000000	QQQQQ QQQQQ QQQQQQ QQQQQQ
-	7 104	10%	4 114	4 112	132	132	13%	13%	5 10	9 10	3 10	22200000000000000000000000000000000000		4.0.0.4.0.0 6.0.4.0.0 5.0.4.0.0 5.0.4.0.0	44444	************
Ground	26.6	26.6	28.5	28.5	35.1	35.1	35.1	35.1	25.4	25.4	25.4	**************************************		222222	****	****
	50.	29	55	62	8	28	75	75	59	3	70	2302302302304		323323	33333444	2222888888888
Turning	15.2	19.5	15.5	18.9	17.7	17.7	22.9	22.9	18.6	20.1	21.3	2002 2002 2002 2002 2002 2002 2002 200		C 2 2 7 5 2 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	2222222	20.7 20.7 20.7 20.7 20.7 20.7 20.7 20.7
Stan	10.00-20	10.00-20	11.00-20	11.00-20	14.00-20	14.00-20	14.00-20	14.00-20	9.00-20	9.00-20	9.00-20	9866-75-75-75-75-75-75-75-75-75-75-75-75-75-		\$600-20 \$600-20 \$600-20 \$600-20	*********	10.00-20 10.00-20 10.00-20 10.00-20 10.00-20 10.00-20 10.00-20 10.00-20
Standard tyres	10.00—20T 12-p	10.00—20T 12-p	11.00-20T 14-p	11.00-20T 14-p	14.00-20 18-p	14.00-20 18-p	14.00-20 18-p	14.00-20 18-p	9.00-20T 12-p	9.00-20T 12-p	9.00-20T 12-p	9.00-20712-9 9.00-20712-9 9.00-20712-9 9.00-20712-9 9.00-20712-9 11.00-20712-9 11.00-20712-9 11.00-20712-9 11.00-20712-9		8.25—207 10-9 8.25—207 10-9 8.25—207 10-9 8.25—207 10-9 8.25—207 10-9	88888888	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2

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THE CO	MMERCIAL MOTOR		490					May 5, 1961
land tyres	6.00—207 14-9 6.00—207 14-9 6.00—207 14-9 9.00—207 12-9 9.00—207 12-9 9.00—2	18.00—25.20-p or 14.00—24T 18.00—25.20-p or 14.00—24T	9.00—20T 12-p 9.00—20T 12-p 9.00—20T 12-p	8.25—20T 10-p 8.25—20T 10-p	2 2 1	14.00—20.20-p	12.00—24 16-p 10.00—20 12-p 9.00—20T 14-p	10.00—207 14-9 11.00—207 14-9 11.00—207 14-9 10.00—207 14-9 10.00—207 14-9 2.00—207 12-9 2.00—207 14-9 8.25—207 14-9 9.00—207 14-9 9.00—207 14-9 9.00—207 14-9
Standard	11 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	14.00—24	9.00-20	8.25—20	1 1	14.00-20	12.00-24	10.00-20 10.
Turning	22.22.22.22.22.22.22.22.22.22.22.22.22.	20.1	15.2 21.0 15.2	17.4	9.81	18.0	23.8	244.24.24.14.14.10.00.00.00.00.00.00.00.00.00.00.00.00.
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Ground	85 22222 85 1222222 85 1222222 85 12222222 85 1222222222222222222222222222222222222	5 5	222	2 2	35.6	33.0	33.0	2884727474747474747474747474747474747474
55		\$ \$	555	22	7 6	2 2 2	5 50	20000000000000000000000000000000000000
	FANG & NUNNNA 4444NA & S. W. W. W. C.	2 2	4.0.4	5 5	3,7	2 2 2	7. 00	4.3.4.3.0.0.4.0.4.0.0.0.0.0.0.0.0.0.0.0.
Wheelbase		17 3	3 104	9 6		4 4 6	2 22 00 0	V2/V2/48444/48
	25.59 15.50	5 17	85.8 57.0 17.0		1 1	111	1 11	30.30.40.40.40.40. 30.30.40.40.40.40.
Rear of driver's bulkhead to end of frame	244444444 8 8483	m m	17.7.					20802-1-4-4025
	50 63477882222 7 112F	2 2	1248	-1 1	1 1		1 11	22224274524
of ead exte	0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	3.0	246	11	11	111	1 (1	44044W4WW444
Rear of driver's bulkhead to centre of rear axle	14 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	0 0	115 % 11 44 11 44	11	1 1	1 1 1	1 11	15 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1
Con- trol	SSS S REFERENCE TO SEE OF SEE	z z	F 11	ZZZ	Z Z Z	Z Z Z	Z	14 14 15 15 15 15 15 15 15 15 15 15 15 15 15
No. of wheels braked and system	6A 6A 6A 6A 6A 6A 6A 6A 6A 6A 6A 6A 6A 6	\$ \$	6HyV 6HyV 11.00	6HyA 6HyA	6A 6HyA	\$ \$ '\$	\$ H49 5×4	22117224 22117224 22117224 4444 4444 444
No. of fwd. speeds and system	2004 2004 2004 2004 2004 2004 2004 2004	185yn 185yn	SC S	55yn +2C 55yn +2C	45yn 45yn	55yn 55yn 55yn 55yn 55yn 55yn 55yn 55yn	DR SC +2C PB3 of Automatic.	00000000000000000000000000000000000000
Final drive and No.of driv's	DR3	DA CONTRACTOR	0002 0002 0002	Sp83	Sp83	Sp81	OW2 DR Sp83 Sp83	04488000000044 044880000000000000000000
No S	MMM M ********** 6 5	m m	mm da	m m		n m m	m mm	~~~~~
Engine	II. (fr. 48 r. 49 m. 1250 28 m. 1	790 at 1,300 ,050 at 1,300	319 at 1,050 319 at 1,050 319 at 1,050 els available w	232 at 1,400 325 at 1,100	# #	505 at 1,100	705 at 1,200 330 at 2,500 330 at 2,500	300 at 1,280 300 at 1,280 358 at 1,280 360 at 1,350 300 at 1,300 485 at 1,000
Maximum b.h.p. at r.p.m.	188 at 1800 275 at 2,100 275 at 2,100 335 at 2,100 150 at 700 150	275 at 2,100	100 at 1,800 31 100 at 1,800 31 100 at 1,800 All models	99 at 2,500	# #	150 at 1,800	230 at 1,900 196 at 3,800 196 at 4,000	94 # 1700 1112 # 1700 1112 # 1700 1112 # 1700 200 # 2,100 200 # 2,100 94 # 1700 150 # 1,700
Eng- ine capa- city	12.17 12.17 12.17 12.17 12.17 12.17 12.45 10.45	16.2	7.58	5.56	5.56	113	15.2	0044444444000\$
Puel No. No.	**************************************	8 8	888	8 8	2 8 8	8 8 8	9 22	800888888888
Maximum gross weight (with load, oil, fuel, water, ecc.)	778 778 778 778 778 778 385 385 385 385 385 385 385 385 385 38	1 1	19,305 19,305 19,305	16,239	16,239	24,312	34,473	16.511 17.599 17.599 17.599 20.321 24.385 50.802 66.224 18.797 24.385
Fross (with h	112,000 55 1712,00	1 1	42,560 42,560 42,560	35,800	35,800	53,600	76,000	36,400 386,400 386,800 44,800 44,800 1172,000 1146,000 1146,000 1146,000 1146,000 1146,000 1146,000 1146,000 1146,000 1146,000
	7,938 11,176 11,176 11,189 6,731 6,528 6,706 6,528 6,503 6,426 6,503 6,426 6,503 6,426 6,503 6,426 6,503 8,636	15,241	5,741	4,037	7,938	8,255	4,064	5,283 5,042 5,042 5,398 6,604 6,604 6,604 6,838 6,838 6,838 6,838
Chassis weight unladen, without cab and dry	17,500 24,640 17,500 24,640 11,500 14,300 14,160 14,160 14,530 14,530 14,530	34,085 1	12,656	8,900		18,200	8,960	11,648 11,116 11,116 11,900 11,900 11,840 11,872 11,872 11,872
ped	kilog. 30,481 77,110 77,110 77,110 77,110 77,110 77,273 77	1 1	12,193	12,202	18,280	14,243	11 24,494	10,922 9,752 11,567 10,703 11,938 11,948 14,968 50,802 12,192 16,465
Payload	16. 67.200 170,000 170,000 180	1 1	26,880	26,900		31,000	11	24,080 22,500 22,500 23,50 30,24 36,24 36,960 33,000 26,880 36,960 33,300 36,960
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Make and model	TKINSON—(Coned.) ************************************	Atlantic (T) Super Atlantic (T)	Jubilant	OUGLAS DM66 Transporter DM6/63 Transporter	AFT6 Fire Tender DM64 Transporter	DH66 Transporter DH66 Dumper	DH30/64 Transporter FT66 Fire chassis DM66 Gritter	E.R.F. 2675G3 (Tip) 6675G3 (Tip) 666 (Tip) 686 (Tip) 686 (Tip) 687 (A) 687 (A) 688 (Tip) 668 (A) 668

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interior view showing longitudinal seating

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Turning	19.3	25.9	21.9	15.5	1998	15.5		19.5 19.5 19.5	20.7	16.8	22.9	19.2		18.3	18.3	18.3	20.7	20.7		21.3	18.0
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	5.42	22222	9	=	TTTO.	5	plastics	113	11	13	13	15	Availa	-	-	olousee	15	- 5	Bearl	200	252
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Chassis weight unladen, vithout cab and dry	kilog. 7,366 9,297	4,729 4,774 4,615 5,533	9,665 9,698 5,305 5,412 6,121	5.908 6.178 6.005	5,270 5,283 6,307 6,395 6,395	6,305	Weight	3,312	3,700	3,603	3,934	3,654	e Also a	5,023	5,918	5,385	5,639	6,452	2.17-lic	6.837	6,992
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Make and model	**		1115	1111	MG6208 (Tip) MG6224 MG6224 MG6224 MG6224 MG6248 (Tip) MG6248 (Tip) MG6248 (Tip)			Trader 6x2	†Trader 6 x 4	†Trader 6 x 4	†Trader 6×4	†Trader 6 x 4		Warrior Light 6 Warrior Light 6 Warrior Light 6	Thyincible Mark II (T)	Thyincible Mark III	Warrior Light 8 Warrior Light 8 (Tip)	Havincible Mark II		Super Mippo: #EH.18R and 38t.	#EH-2BR and 48L #EH-13BR and 14BL #EH-13BR and 14BL

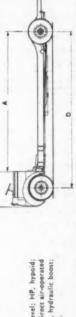
THE COMMERCIAL MOTOR

Make and model		Payload	0 * 5 5 8	Chassis weight unladen, without cab and dry		Maximum gross weight (with load, oil, fuel, water, etc.)	No. No.	Eng- ine capa- city	Maximum b.h.p. at r.p.m.	Engine	S S S	Final drive and No. of sp. drive axles sy:	No. No. of of fwd. wheels speeds braked and system system	Spilor		Rear of driver's bulkhead to centre of rear axle		Rear of driver's bulkhead to end of frame	To	Wheelbase	base	Ground	ance	Turning	3.	Standard	lard tyres
EVLAND—(Contd.) High 20H 13R 20H 13R 20H 13R 20H 13R 20H 13R 24O 10R 24O 10R 24O 11R	28.224 28.224 27.245 27.720 27.720 24.528 36.093 36.093 35.1128 35.1128 35.1128	kilog. 224 12802 241 12802 241 12802 241 1258 772 12574 772 12574 772 16371 484 16549 1654	6. 12.802 880 12.980 880 12.980 774 12.574 17.574 17.574 16.549 16.549 16.549 16.142 16.142 16.142	50473 50473 50473 50473 50473 65043 65043	7.4 (1900) 9.4 (1900) 9.4 (1900) 9.4 (1900) 9.3 (1900)	24,448 20,000 20,000 24,448 24,488 24,488 24,488 24,488 24,488	00000 00000	9.8	or 1,700 or 2,200	4 8 a	AMMAN FFFFF	222222 22222 222222 222222	TETEL ELLEL			- CHOMOS WOWSO	44845 64846 33030 64846 44845 648486	- N+N+0 N+N+0	EV67.62 7.67.62 8.82.82 2.82.88	500000 00000	54444 84844 48448 48448	11111 00000	\$22222	233333 33333 233333 33333	20.7 15.7 15.7 15.7 15.7 17.7 17.7 17.7	Front Control of Contr	10.00—207 14-9 10.00—207 14-9 10.00—207 14-9 10.00—207 14-9 10.00—207 12-9 9.00—207 12-9 9.00—207 12-9 9.00—207 12-9 9.00—207 12-9
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Masciff MH/QR6	32,285	_	-			SAME AND ADDRESS OF		8	at 2,000	*	6			ш.	2	_	0	7	9.9	4.	4	76	24.1	3		8	00-20T
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Trusty RK/Q6	~	_		0 6,840	0 49,200	0 22,317	90 4	9.83	170 at 2,200	450 at 1,200	6	OW2 S	W 12	14	25	20	4.7 24	6	7.4	4	5.6	101	26.6	76	23.2	11.00-20	11.00-20T 14-p
Trusty RKN/Q6 (T)	33,190	90 15,055	14,280	6,514	7 71,680	32,51	900	9.83	170 at 2,200 170 at 2,200	450 at 1,200 450 at 1,200	mm	OW2 OW2	Sor 6A	ZZ	10	-0	2.7 11	= 4	9.0	6.55	44	20	26.6	629	18.9	11.00-20	11.00—20T 14-p
Trusty RKN/Q6	32,990	14,964	14,560	6,604	4 49,200		-	9.83	170 at 2,200	450 at 1,200	8	-	Y S	Z	=	6	3.6	20 3	6.2	17 3	5.3	101	26.6	70	21.3	11.00-20	11.00-20T 14-p
Trusty PK/Q6	37,390	096'91 06	14,600	6,623	3 53,760	0 24,386	90	9.83	170 at 2,200	450 at 1,200	*	OW2 5	No.	4		1	3.5	16 2	4.9	14 6	4.4	*6	24.5	63	19.2	9.00-20	9.00-20T

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Make and model	73,	Payload	Chassis weight unladen, without cab and dry	ght den, ut cab dry	Maximum gross weight (with load, oil, fuel, water, etc.)		No. Called	Eng- ine capa- city	Maximum b.h.p. at r.p.m.	Engine	No.	final drive and No. of driv's	No. of fwd. speeds and system	No. of wheels braked and system	Con-	Re drie	Rear of driver's bulkhead to centre of rear axle	Paris de la constante de la co	Rear of driver's bulkhead to end of frame	× ×	Wheelbase	Ground	und	Turning	***	Stand	Standard tyres
THORNYCROFT— (Contd.) Trusty PK/Q6 8×2	1b. 37,970	kilog. 17,223	18. 14,060	kilog. 6,378	1b. 53,760	kilog. 24,386	8	9.83 170	0 at 2,200	1b./ft. at r.p.m. 450 at 1,200	4	ow,	0 0	*	<u>u</u>	ft. in.	£.4.	24. 17	3.73	fr. in.	5.6		cm. 24.1	76.2	23.2	Front 9.00—20	9.00—207 12-p
Trusty PK/Q6 8×4	37,300	16,919	14,730	6,682	53,760	24,386	90	9.83 170	0 at 2,200	450 at 1,200	*	OW2	200	8	4	15 5	5 4.7	24	3 7.4	00	4 5.6	16	24.1	76 23	3.2	.00-20	9.00-20T 12-p
Big Ben SMC/KRN6 (T) Big Ben SMCN/KRN6 (T) Big Ben SLC/KRN6	46,250	20,979	17,500 18,500 21,500	7,938 8,392 9,752	100,800	45,723 45,723 31,752	222	133 174	4 at 1,900 4 at 1,900	508 at 1,000 508 at 1,000 508 at 1,000	000	00W2 0W2 HP/2		\$\$\$	"Z"	101	7 3.2	122	104 8 4.8 11 7.0	550	5.4.4	1350	26.6	792	16.8 11. 23.2 11. 24.1 12.	888	11.00 207 14-p 11.00 207 14-p 12.00 247 16-p
Big Ben SLCN/KRN6	45,750	20,752	22,000	9,979	70,000	31,752	06 11	1.33 174	4 at 1,900	508 at 1,000	3	HP	9СМ	₹9	z	10 7	7 3.2	15	8.4.8	16	2 4.9	132	34.8	76 2	23.2 12	00-24	12.00-24T 16-p
Big Ben SLCN/KRN6	45,250	30,525	22,500	10,206	70,000	31,752	06 11	1.33 174	4 at 1,900	508 at 1,000	3	I P	8CM	3	z	15	5 4.7	25	5 7.7	21	0 6.7	132	34.8	80 2	24.4 12	00-24	12.00-24T 16-p
Big Ben SLEN/K6/S (T)	1	1	23,100	23,100 10,478 134,400	134,400	60,964	90	1.33 230	0 at 1,900	625 at 1,000	9	HA	12CM	49	z	11 2	2 3.4	15	8 4.8	16	9 4.1	4	35.6	75 2	22.9 14	00-20	14.00-20T 18-p
Big Ben SLDN/K6/S (T)	1	1	24,000	24,000 10,886	134,400	60,964	06 11	1.33 230	0 at 1,900	625 at 1,000	3	HP	12CM	49	z	11 2	2 3.4	15	4.8	16	9 4.1	4	35.6	75 2	22.9 14	00-20	14.00-20T 18-p
18ig Ben SLDN/K6/S	47,300	21,455	24,500	11,113	74,000	33,566	06 11	1.33 230	0 at 1,900	625 ## 1,000	3	IP	12CM	49	z	15	5 4.7	25	5 7.7	21	0 6.7	4	35.6	80 2	24.4 14	14.00-20	14.00-20T 18-p
Big Ben Sandmaster (T)	-1	1	26,500	12,020	12,020 100,000	45,360	90	11.33 230	0 at 1,900	625 at 1,000	3	HE	12CM	6A	z	11	2 3.4	15	8.4	16	9 5.1	90	45.7	86 2	26.2 18	18.00-25	18.00-25 Sand
Big Ben Sandmaster	42,100	19,097	-	27,000 12,247	72,000	32,659	90	11.33 230	O at 1,900	625 at 1,000	3	HE	12CM	49	Z	15	5 4.7	25	5 7.7	21	6.4	18	45.7	105 3	32.0 18	18.00-25	18.00-25 Sand
Antar MA/K6/S	73,230	33,216		30,100 13,653 106,000		48,081	00	11.33 230	O at 1,900	625 at 1,000	8	200	12CM	6.A	z	17 11	5.5	25	2 7.7	23	6 7.2	151	39.3	87 2	26.5 14	14.00-24	14.00-24T 20-p
Antar Sandmaster (T)	1	1	32,500	32,500 14,742 128,000		58,061	90	12,17 30	300 at 2,100	850 at 1,300	3	NO.	96	¥9	z	12	3.8	60	49 5.6	9	0 5.5	19	48.3	110	33.5 21	.00-25	21.00-25 Sand
Mighty Antar R6 (T)	-	-	35,300	16,012	35,300 16,012 224,000 101,606	101,606	00	12.17 300	10 at 2,100	850 at 1,300	9	300	12CM	49	z	10 1	10 3.3	*	0, 4.5	16	0 4.9	159	39.4	70 2	21.3 14.	00-24	14.00-24T 20-p
3										Fig.	Figures for	- a.	Include	weight of	body.										_		
Six-wheeler Fight-wheeler	11	11	09.744	a9.744 4,420 a14,000 6,350	44,800	24,385	800	3.26	No details 2 at 1,700	is available	# P P	00 W1	SSYN	6Hy 8A	44	11	11	27	6 6.7	2.00	6 4.6	11	11	11	11	9.00-20	9.00—20T 12-p 9.00—20T 12-p
aswoals.	1								a Incl	Includes weight	of cab.	b Mea	70	gine available	2	alternative	ive.										
Commer-Unipower Commer-Unipower	2222 \$\$\$\$	3333	111	111	33,600	15,241	8888	3.26 105 3.26 105 3.26 105	5 at 2,400 5 at 2,400 5 at 2,400	270 at 1,200 270 at 1,200 270 at 1,200	000	Sp81	45yn 45yn 45yn	6HyA 6HyA	14-14-14	255	14 4.7 24 4.7 24 3.7	122	94 6.6	13,1	101 5.2	000	222	E11	11.6	8.25-20 8.25-20 8.25-20	8.25—207 12-p 8.25—207 12-p 8.25—207 12-p





Abbreviations: † Available with left-hand steering. \$ Export only. FUEL—P, petrol; ©, oil. FINAL DRIVE—B, bevel; SpB, spiral bevel; HP, hypoid; OW, overhead worm; DA, double reduction; UW, underslung worm; TA, two-speed atle. SPEEDS (SYSTEM—AC), air operated; DAE, direct air-operated epicyclic; G, crash; CM, constant mesh; Ph-G, pneumo-cyclic; Pre, preselective; Syn, synchromesh. BRAKES—A, air, Hy, hydraulic; HyB, hydraulic boost; LS, isading shee; SE, self-energizing; TRS, triple serve; V, vectum. CONTROL—E, forward; N, normal; SF, semi-loward.	
Paris Paris	
direct G. hyd	
Abbreviations: † Available with left-hand steering. ‡ Export only. FUEL—P, petrol; ©, oil. FINAL DRIVE—B, bevel; SpB, spiral bevel; HP, hypoid OW, overhead worm; DR, double reduction; UW, understrung worm; TA, two-speed axie. SPEDS (3YSTEM)—AO, air operated: DAE, direct air-operated epityelic; G, crash; CM, constant mesh; Ph-C, pneumo-cyclic; Pre, preselective; Syn, synchromesh. BRAKES—Air, Hy, hydraulic; HyB, hydraulic boost LE, leading shoe; SE, self-energising; TRS, triple servo; V, vacuum. COMTROL—F, forward; M, normal; SF, semi-doward.	
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standard tyres	9.00—207.10-p 9.00—207.10-p 10.00—207.10-p
Stand	9.00-20 9.00-20 10.00-20
Circle	18.9 18.9
	cm. fc. 22.9 62.2 22.9 62.2
Ground	5222
	S.000.
D Vheelbase	£444
	9.00 9.00 16.60 16.60
C faximum overall length	-000 -000
Σ	2888
Rear of driver's bulkhead to end of frame	104 7.9 104 7.9 104 7.9
	3222
Rear of driver's bulkhead to centre of rear axle	ENNIN
Rear drive bulkd to ce of rear	17. 9 T
Control	***
Braking	<><
No. of fwd. speeds and system	55yn 55yn 55yn
Final	S 80 80
Engine	19ft.at.r.p.m. 335 at 1,200 335 at 1,200 335 at 1,200
Maximum b.h.p. at r.p.m.	112 at 2,000 112 at 2,000 112 at 2,000
Eng- ine capa- city	7.68
Fuel and of cyls.	888
num reight ad, oil,	kilog. 9,652 9,652 11,158
Maximum gross weight (with load, oil, fuel, water, etc.)	21,280 21,280 24,600
The state of the s	kilng. 3,886 3,980 3,990
Chassis weight (unladen and dry)	8,568 8,568 8,568 8,775
No. of seats	444
Make and model	A.E.C. Reliance 2MU3RA Reliance 2MU3RV \$Reliance 2MU3RAE;LA

INTERNAL-COMBUSTION PASSENGER VEHICLES—Continued

THE CO	MMERCIAL MOTOR		494						M	ay 5	. 190)]
dard tyres	Rest 10.00—2071 10.9 9.00—2071 22.9 9.00—2071 44.9 11.00—2071 44.9 11.00—2071 44.9 9.00—2071 42.9 9.00—2071 42.9 11.00—2071 12.9	7.50—207 8-9 8.25—207 10-9 8.25—207 10-9 8.25—207 10-9 9.00—207 12-9	C.20 C.30 10.00—207 14- 10.00—207 14- 10.00—207 14- 10.00—207 14- 10.00—207 14- 10.00—207 14-	5.75—16 6.00—16	8.25—20T 12-p 8.25—20T 12-p 8.25—20T 12-p	9.00—20T 10-p	6.50/6.70—15 6-p	6.70-15	6.50/6.70—15.6-0	6.50/6.70—15 6-p	10.00-20T 12-0	
Standard	200 - 200 -	7.56 8.25 8.25 8.25 7.00 7.00 7.00 7.00 7.00 7.00 7.00 7.0	0.000 0.000	5.75—16 6.00—16	8.25—20 8.25—20 8.25—20	9.00-20	6.50/6.70	50/6	6.50/6.70		10.00—20	10.00-20
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round	2229 2229 2229 225 225 225 225 225 225 2	22.00.00.00.00.00.00.00.00.00.00.00.00.0	27.000000000000000000000000000000000000	14.5	26.6	23.5	19.0		19.0	19.0	17.0	17.0
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Braking	Froncatty Rear Ay Roar Ay Froncatty	******	TARS SATT TARS SATT TARS VAL	Hy Hy tic transm	>>> 1111	cHyV 4Hy	4Hy	4Hy	4H4	4Hy	or with ty	TRS
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Engine	16-46. 335 ar 1-27. 335 ar 1-335 ar 1-3	190 m 1 252 m 1 252 m 1 255 m 1 255 m 1 300 m 1	237 at 1 237 at 1 300 at 1 300 at 1 358 at 1 358 at 1 358 at 1	89 at 2,	217 at 1 267 at 1 255 at 1	270 at 1.		#	71 25 2	3.0	e. b O	358 at 1
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num reight ad, oil, ater.	11 680 11 680 11 680 10 682 12 247 12 247 12 247 12 247 12 247 12 247 13 082 13 082 16 080	6,096 8,636 8,636 8,636 8,636 11,176 11,176	8,691 8,691 11,176 11,176 11,176 8,691 11,176	11	8,391 8,165 8 391	9,072	2,268	2,268	2,268	2,268	Eaton 12.193	12,193
gross weight (with load, oil, fuel, water, etc.)	12,750 13,750 13,750 13,550 13,550 13,550 12,000 12,000 12,000 12,000 12,000 12,000 12,000 12,000 12,000 12,000 13,200 13,200 13,200 13,200 13,200 13,200 13,200 13,200 13,200 13,200 14,000 14,000 14,000 15	13,440 19,040 19,040 24,640 26,880	24,640 24,640 24,640 24,640 24,640 24,640 24,640 24,640 24,640	11	18,500 18,500 18,500	20,000	5,000	2,000	5.000	2,000	26.880	26,880
	kilog. 4,082 4,082 4,322 4,901 4,901 4,902 4,902 6,103 8,117 8,103 8,117	2,286 2,870 2,972 2,997 3,997	3,3759 4,8871 4,8871 4,5473 4,5473 4,5473	11	2,490	3,175	1,306	1,251	1,470	1,315	4 348	
Chassis weight (unladen and dry)	10. 10. 10. 10. 10. 10. 10. 10. 10. 10.	5,040 6,552 6,552 6,560 8,680 8,680	88.28 8.400 10.584 10.584 10.920 10.194 10.024	11	5,490	7,000		-	3,020	-	9.520	-
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labo	SUPERATOR STATES OF THE STATES	23ANW	111111 11	11				Sa		S		
Make and model	A.E.C(Contd.) A.E.C(Contd.	ALBION Nimbus NS3AN (Victor VT15AN Victor VT15AL Victor VT17AL Victor VT17AL Clydesdale CD.23	TKINSON CPL 744H CPL 744H CPL 745H CPM 745	Metrotaxi Hire car	SB3	COMMER †Avenger Station Wagon	Light Bus	Contractors Bus	Station Wagon	Contractors Bus	AIMLER CVGS D/D	CVG6 D/D

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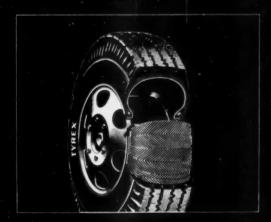
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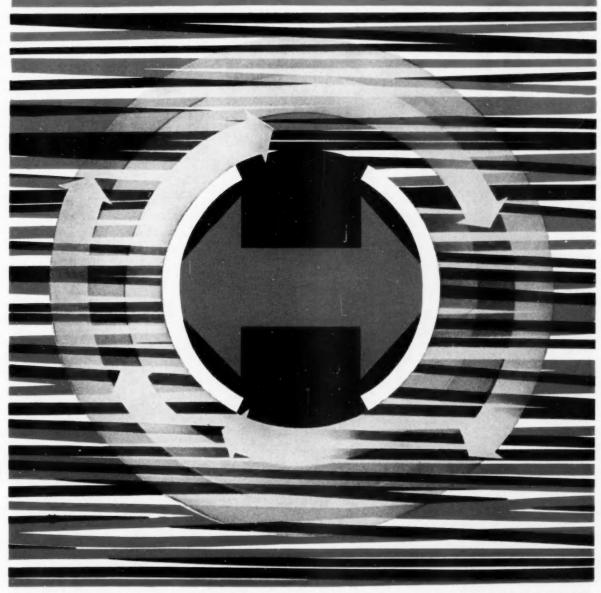
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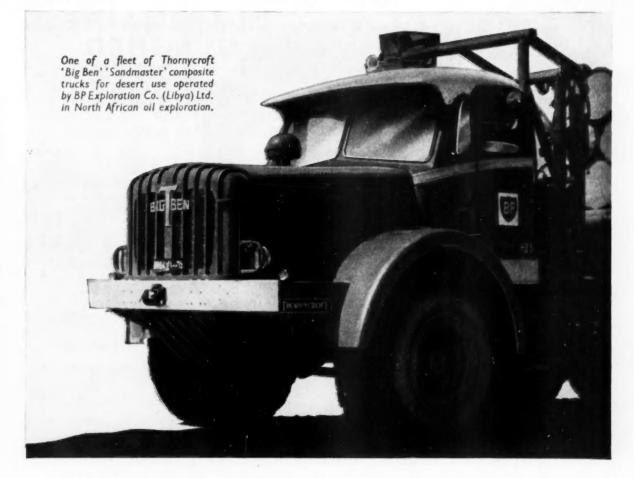
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4 x 4 and 6 x 6 "Nubian" chassis form the basis of firecrash tenders for airfield use and together with "Big Bens," "Sandmasters" and "Mighty Antars" can be found in all parts of the world on Civil Engineering projects, Oilfield work from survey to end product—in fact, anywhere where Specialised transport is the need.

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TRANSPORT EQUIPMENT (THORNYCROFT) LIMITED, BASINGSTOKE, HAMPSHIRE. Basingstoke 1200 London Office: THORNYCROFT HOUSE, SMITH SQUARE, S.W.1. Abbey 8000

"LAMINAIRE SLASHED COSTS BY 20%"

says Mr. J. C. Va sh of J. Walsh (Darwen) Ltd., Lancs, road transport contractors and heavy haulage specialists.

"Early in 1958 fitted Laminaire Progressive Sus sion to a semi-trailer. and reducing spring The test proved s to fit Laminare springing to a Guy wear by something Warrior tractor d Again, exc lent results-cutting out asing of shackle pins hangers, pins and bushes. Driver comfort, so and eliminating v important in long distance opera eatly increased from the superior ride. Damage to coach buil cabs, a regular occurence in the last due to solid or bumpy riding was reduced to a minimum. Of course, we so ded Laminaire as original equipment on the new Atkinson tractor on order time and, have specified it for every new vehicle ordered since the isfaction we have nce of found in this excellent product



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Telephone: DEAnsgate 7881 - Telegrams: Carybank Manchester.

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One of 100 single-deck bodies on Albion chassis for Ceylon, where MCW have already supplied 244 buses of various types.





FOR EUROPE

A three-door 28-seat body with high standee capacity on Leyland 'Worldmaster' chassis, one of 150 for Madrid Municipality.



45-seater on Leyland 'Worldmaster' chassis for Ghana. Half the order for 152 of these vehicles has already been completed.

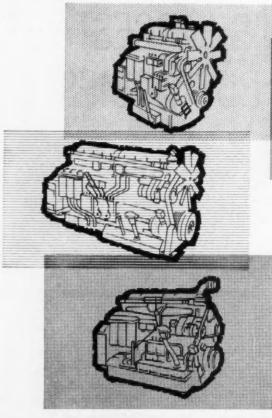


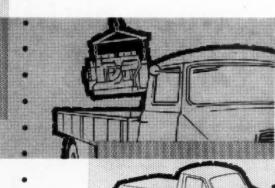
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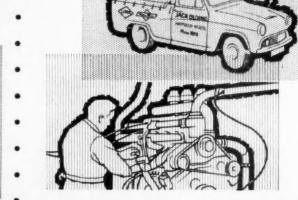


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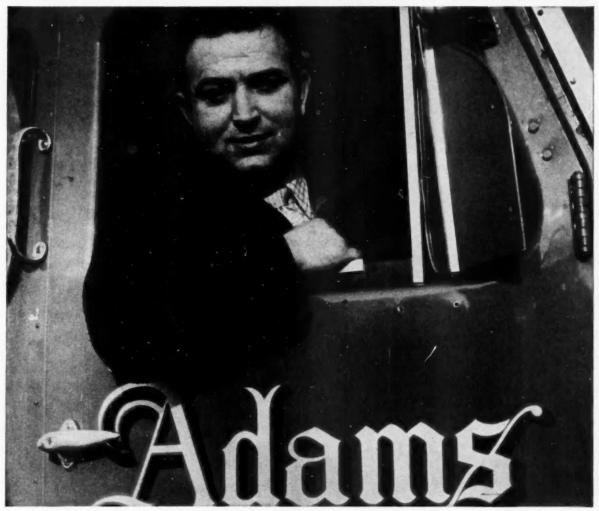
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Nothing measured up to my idea of a real reliable job until I tried CUMMINS. First time I ever drove one was a real eye-opener! Plenty of power, easy on fuel, and never any trouble.

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INCREASED ENGINE POWER ... NO EXTRA
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PROVE THE UNRIVALLED PERFORMANCE OF THE

GARDNER 6LX

DIESEL ENGINE

THE INVESTIGATION ...

Sellers & Batty Ltd., Haulage
Contractors of Peterborough removed
the Gardner 6LW engine from one of
their E.R.F. 8 wheeler trucks after
33,000 miles and replaced it with a
new 6LX Gardner engine. The
vehicle then returned to service with
the original driver, on the same traffic,
and running at the maximum 24 tons
CVW loaded one way.



THE RESULT ...

For the last 5,000 miles prior to the removal of the 6LW, the fuel return was 11.4 m.p.g. against a return of 12.9 m.p.g. over the first 2,000 miles with the 6LX and 11.97 m.p.g. over the 26,240 miles to date. (The slight fall-off can be reasonably allowed for by the fact that this mileage in the main has been covered during the winter months).

Mr. E. W. Batty, Managing Director writes: "We would have no hesitation in recommending the Gardner LX Engine E.R.F. 8 wheeler, for who wouldn't choose power, at no extra running cost."

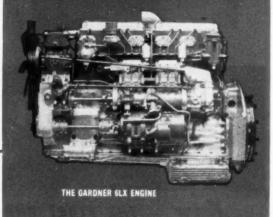
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VEHICLES—Continued	
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Eng- ine capa- city	litres 7.0	10.45	11.1	10.45	11.3	10.45	11.3	7.68	11.1	11.1	8.4	10.45	8.6		8.4	10.45	9.8		4.8	10.45	8.6	a	1.5	2.26 2.26 2.26 2.26 2.26		5.76	1.1.6	8888
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reight ad, oil,	kilog. 15,241	15,241	15,241	15,241	15,241	13,717	13,717	13,717	13,717	13,717	14,225	14,225	14,225		13,209	13,209	13,209		14,225	14,225	14,225		1	3,302		9,144	13,463	12,192
Maximum gross weight (with load, oil, fuel, water, etc.)	1b. 33,600	33,600	33,600	33,600	33,600	30,240	30,240	33,600	33,600	33,600	31,360	31,360	31,360		29,120	29,120	29,120		31,360	31,360	31,360 14,225		1	7,280 7,280 7,280 7,280		20,160	29,680 29,680 30,800	26.880 26.880 26.880
	kilog.	4,877	4,826	5,563	5,512	4,737	4,788	1	1	ı	4,979	2,080	5.029		4,826	4,930	4,879		4,979	2,090	8,029		1	1,384		3,756	5,050 5,012 5,690	5,314 5,258 5,212 5,156
Chassis weight (unladen and dry)	١٩	10,752	10,640	12,264	12,152	10,444	10,556	1	1	1	10,976	11,200	11,088		10,640	10,868	10,756		10,976	11,200	11,088		1	2,912 3,052 2,828 3,024		8,280 8,224 8,224	11,133	11,715
No. of seats	52	52	52	26	25	52	52	9	52	57	75-78	75-78	75-78		63-65	63-65	63-65		70-74	70-74	70-74		7	2200		\$ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	78 45	53-58 53-58 53-58
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Make and model	GUY-(Contd.)	sn	snu	800	say	tVictory vertical S.D.	ry (UF)	(Victory (air suspension)	(Victory (air suspension)	(Victory (air suspension)	unian	unian	unian		unian	unian	unian		unian	union	unian		JENSEN Tempo 1500 Supercoach	11111 5 11111		Cub PSUC 1/1 Cub PSUC 1/2 Cub PSUC 1/5 Tiger	Worldmaster: RT 3/1 RT 3/2 Atlantean LPDR 1/1 and PDR 1/1	2A24 2A25 2.34
Mak	Tramp	Trambus	†Trambus	Trambus	†Trambus	†Victor †Victor	†Victory (UF)	†Victor	†Victor	Victor	Wulfrunian	Wulfrunian	Wulfrunian		Wulfrunian	Wulfrunian	Wuffrunian		Wulfrunian	Wulfrunian	Wulfrunian		Tempo	Coach Coach Coach		Tiger Tiger Royal	Aclang PDR	PD 2A24 PD 2.34 PD 2A25 PD 2.35

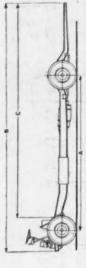
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May 5,				497			THE COMM			OTOR
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of fwd. speeds and system	######################################	25.4.4.5.5.5.4.4.5.5.6.4.4.5.6.4.4.5.6.4.4.5.4.4.5.5.6.4.4.5.5.6.4.4.5.5.6.4.4.5.5.5.6.4.4.5.5.5.6.4.4.5.5.5.5	\$64 \$60 \$60 \$60 \$60 \$60 \$60 \$60 \$60 \$60 \$60	0000000	A PO	SPnC mir a max	SSCOOT S	SCM	SCM SSyn SSyn SSyn	100 in.
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Maximum b.h.p. at r.p.m.	125 at 1,800 125 a	## 2,200 ## 1,800 ## 1,800 ## 2,000 ## 2,000	95 at 2,000 95 at 2,000 95 at 2,000	50 ac 2,000 50 ac 2,000 50 ac 2,000 50 ac 2,000 50 ac 2,000 40 ac 1,700	25 at 1,800 25 at 1,800 25 at 1,800	50 at 2,000	41 at 2,400 16 82 at 2,400 17 83 at 2,400 20 83 at 2,400 20 104 at 2,400 20 83 at 2,400 20	ж 2.500	at 2,400 at 2,000 at 2,000 at 2,400	10-ply) tyres. b
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No No	00000000000000000000000000000000000000		8888	1 888888	888	8	5588888	90	-	8
gross weight (with load, oil, fuel, water, etc.)	122192 122192 122192 122192 122192 12310 13310 13310	11151999922	1111	13,463	11,176	*12,193	2.493 5.588 7.874 7.874 9.398 9.652	9,652	1885	2,845 O 2,591
gross (with lifuel, fuel, et	26,880 26,880 26,880 26,880 26,880 26,880 27,344 29,344 29,344 29,344	(65 00) day day has day but day day day	20.02	29,680 29,680 29,680 29,680 30,800	24.640	26,880	5.4% 12.320 17.360 17.920 20.720 21.280	21,280	-	6 272 5.712 6.272
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4 - 4 -			25000	135772	9.408 9.408 9.716	11,049 5	2,464 3,136 6,508 7,840 7,056 3,20 7,056 3,20 3,20 3,20 3,20 3,20 3,20 3,20 3,20	7,392 3,	7,840	2,261
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Make and model	00000000000000000000000000000000000000	Connec ECP02.18 Connec ECP02.18 Tigan OPD2.10 Tigan OPD2.10 Tigan OPD2.10 Tigan OPD2.10 Tigan Cub PSUC.12 Tigan Cub PSUC.13	ger Conservation of the conservation of the co	17.3/1 17.2/1 17.2/1 17.2/1 18.3	Leopard: #Bus LHLI Bus LI Coach L2 Royal Tiger	RT3.2	erronnel car		1111	P.S.V. Rural bus F.C. Personnel wagon. P.S.V. coach
Mak	00000000000000		Royal Ti	33337 6 6 momoran	Bus Li Bus Li Coach Coyal Ti	tCoach	Mark 10 Hark 11	Mark 17/8	Mark 19 Mark 19 Mark 20	S.V. Rui

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TROLLEYBUSES

Abbreviations: † Available with left-hand steering. FINAL DRIVE—TD, third differential; OW, overhead worm; UW, underslung worm. BRAKES—A, air; E, electric; Hy, hydraulic. POSITION OF CONTACTOR GEAR—F, front; S, side; R, rear.



Lighting	24,474,24 24,474,24 24,49,49 24,49 24,4	12, 24 or 30	12, 24 or 30	12, 24 or 30	
Shunting batteries fieted	OOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOOO	Optional	Optional	Optional	100
Turning	200022	17.7	17.7	20.1	
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Rear of driver's bulkhead to end of frame	EV. 20.00	7.8	6.6	7.8	e 03 2u
ar of d	C.W.W.W.L.44		- 0	9 -	cordi
8 0	*********	222	2,2	12 2	ary a
width	EUNYVYYY E	5 5	2.3	2 2	ghes v 5.6 m.
Body		900	4 ° 0	0 0	Chassis weights vary according to 18-ft. 6-in. (5.6 m.) wheelbase.
dage	E. 9. 9. 9. 0. 7. 0. 0. 0. 0. 0. 0. 0. 0. 0. 0. 0. 0. 0.	1.6	7.9	10.2	£
B Overall length	20000000	00	0 0	0 9	passengers. ase. c With
ő	**************************************	36 0 30	30 00	3 ° 2	to 100 pass wheelbase.
Wheelbase	E 22 22 22 22 22 22 22 22 22 22 22 22 22	5.0	0.0.0.0.0.0.0.0.0.0.0.0.0.0.0.0.0.0.0.	5.6	SE.
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W.c.	8	-	1	1	ft. 4-ji
Braking	AAAAAAA AAAA	AE or	AEG	-	ywork acco
Final	\$555555 E	Mn A	3	DWD	E.C. b
Position of contactor Gear	A CO	F. Sor R	F, S or R	F, S or R	o or G
Posi	Weight (1)	8.	A.	F. S.	dout-kinsor
M.p. at 1-hr. rating	120 120 95-120 95-120 120-140 120-140	95-140	95-140	115-150	Sunbeam S7B model available also for single- or double-deck bodywork equipment. a AEI, Crompton-Parkinson or G.E.C. b With
Make of motor	0000000	0	0	0	a AEI, Cr
Maximum gross weight (with load)	15,241 15,241 13,209 13,209 14,515 14,515	14,288	14,061	17,236	quipment.
Maxi gross (with	33,600 33,600 29,120 29,120 32,000 32,000	31,500	31,000	38,000	Pom 872
Chassis weight with electric equipment	kilog. 1b. 4.585 33.600 4.610 23.600 3.175 29.120 3.302 29.120 3.404 32.000 3.485 3	4,853	4,572	5,897	Sunbeam
Chassis with equip	1b. b10.106 b7.000 b7.000 b7.308 b7.504 b7.516	10,700	10,080	13,000	
No. of seats	277 20 20 20 44 20 20 20 20 44 40 40 40 40 40 40 40 40 40 40 40 40 40 4	44 (single-	deck) 72 (double-	78 (double- deck)	
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Make and model	8.U.T. 9642T 3-axle 19642T 3-axle 9613T 2-axle 1ETB1 1 2-axle 1ETB1 2-axle 1ETB1 2-axle 1ETB1 2 2-axle	SUNBEAM †MF28 2-exte	†F4A 2-axle	\$57A 3-axle	

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BATTERY-ELECTRIC ROAD VEHICLES (INCLUDING PEDESTRIAN-CONTROLLED)

Abbreviations: FINAL DRIVE—B, bevel; DR, double reduction; HP, hypoid; OW, overhead worm; S, spur gear; C, chain. BRAKES—Hy, hydraulic; M, mechanical. POSITION OF BATTERY—C, centre; F, front; R, rear; S, side. † Available with left-hand steering.

(amp.hrs.) Batteries batteries (the Wheelbase length and voltage	Assis Gross weight capacity at 5-hr. Alternative Position h.p. of Final Overall Maximum Missis (including load, famp.Ahr.) batteries, batteries batteries, etc.) (amp.Ahr.) batteries of faming of body and voltage	Coross weight capacity as 5-hr. Alternative of final of final Overall batteries, etc.) (amp-hrs.) batteries batteries (1-hr. drive drive length land voltage	Chassis Gross weight capacity at 5-hr. Alternative Position h.p. of Final Wheelbase Overall weight (including load, (amphrs.) and voltage rating)	Minimum Turning wheels width circle sand of body system
lb. kilog. m. ft. in. m. ft. in. m. ft. in. m. ft. in. m. ft.	kilog.	lb. kilog.	ug. Ib. kilog. Ib. kilog. m. ft. in. m. ft. in. m. ft. in. m.	The same of the sa
				ft. io. m. ft.
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1778 (start), 30 v. 207a-th, 30 v. F 2.3 S 6 9 119 1778 (start), 30 v. 207a-th, 30 v. F 2.3 S 6 9 119 1778 (start), 30 v. 207a-th, 30 v. F 2.3 S 6 9 119	3-20 1.778 (51 a.h. 30 v. 207 a.h. 30 v. 5 r. 2.3 s. 6 s. 119 s. 20.0 1.778 (51 a.h. 30 v. 207 a.h. 30 v. F. 2.3 s. 6 s. 119 s. 20.0 1.778 (51 a.h. 30 v. 207 a.h. 30 v. F. 2.3 s. 6 s. 119 s. 20.0 1.778 (51 a.h. 30 v. 207 a.h. 30 v. F. 2.3 s. 6 s. 119 s. 20 s	1456 660 3-90 1778 161a-h. 30v. 207a-h. 30v. F 2.3 S 6 3 19 19 1466 660 3-90 1778 161a-h. 30v. 207a-h. 30v. F 2.3 S 6 3 19 19 1466 660 3-90 1778 161a-h. 30v. 207a-h. 30v. F 2.3 S 6 3 19 19 19 19 19 19 19 19 19 19 19 19 19	994 1456 660 — 661 a.h. 30 v. 207 a.h. 30 v. F 2.3 S 6 8 34 19 994 1456 660 1 3920 1778 161 a.h. 30 v. 207 a.h. 30 v. F 2.3 S 6 8 34 19 994 1456 660 1 3920 1778 161 a.h. 30 v. 207 a.h. 30 v. F 2.3 S 6 8 34 19 994 1456 660 1 3920 1778 161 a.h. 30 v. 207 a.h. 30 v. F 2.3 S 6 8 34 19 994 1456 660 1 3920 1778 161 a.h. 30 v. 207 a.h. 30 v. F 2.3 S 6 8 34 19 994 1456 660 1 3920 1778 161 a.h. 30 v. 207 a.h. 30 v. F 2.3 S 6 8 34 19 994 1456 660 1 3920 1778 161 a.h. 30 v. 207 a.h. 30 v. F 2.3 S 6 8 34 19 994 1456 660 1 3920 1778 161 a.h. 30 v. 207 a.h. 30 v. F 2.3 S 6 8 34 19 994 1456 660 1 3920 1778 161 a.h. 30 v. 207 a.h. 30 v. F 2.3 S 6 8 34 19 90 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	in, m. ft.
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kilog.	Payload Payloa	2,014 2,014 2,014 2,014 1,792 1,792	St. 2 4 5 4 4	Make and model

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Head Office: PRIMROSE GROUP SALES, CLITHEROE ROAD, WHALLEY, LANCS. Tel.: WHALLEY 3315/6/7



THE NEW D9 IS READY FOR SERVICE WITH MIDLAND RED

Lucky passengers who are served by the luxurious new D9 buses, which Midland Red have just put on the road!

Lucky passengers, kept warm and comfortable in the coldest weather by Britain's most efficient heating equipment—by SMITHS, of course!

To passengers, comfort is just as important as good service. To drivers, comfort means alertness and greater safety. SMITHS heating, de-misting, and ventilating equipment is widely used in all types of passenger service vehicles; builders and operators are invited to write for full information, and to make free use of SMITHS expert technical service.

SMITHS

THE VEHICLE-HEATING EXPERTS

SMITHS MOTOR ACCESSORY DIVISION - WITNEY SUB-DIVISION, WITNEY, OXON - TEL: WITNEY 678

Continued
CONTROLLED
PEDESTRIAN
ROAD VEHICLES ANCLUDING PE
VEHICLES
C ROAD
BATTERY-ELECTRIC

Turning wheels circle and system	3.0 2M 3.2 2M 3.4 2M	######################################	7.6 4Hy 7.9 4Hy 9.1 4Hy	44444444444444444444444444444444444444	9.4 9.4 9.4 9.4 9.4 9.4 9.4 9.4 9.4 9.4	999933 999933 9999933 999993 99999
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Position of batteries	000	onnonnonnonnon O	000 0	00000000 Ennananana a	CS SS S	######################################
Alternative	120/ 140 ah., 24 v.	ontrolled, have fro	160 ah., 24 v. 160 ah., 48 v. 160 ah., 48 v. or 200 ah., 48 v. 385 ah., 72 v.	243 24 24 24 24 24 24 24 24 24 24 24 24 24	270 ah., 72 v. 240 ah., 60 v. 243 ah., 72 v. 284 ah., 48 v.	219 a.h. 72 v. 235 a.h. 40 v. 235 a.h. 40 v.
Standard battery capacity at 5-hr. rating (amphrs.) and voltage	92 ah., 24 v. 108 ah., 24 v. 120 ah., 24 v.	128 a.h. 24 v. 128 a.	125 ah. 24 v. 125 ah. 48 v. 125 ah. 40 v. 210 ah. 72 v.	189 2-4-22 v. (189 2-	243 a-b., 72 v. 200 a-b., 96 v. 189 a-b., 60 v. 216 a-b., 72 v. 236 a-b., 48 v.	219 a.h., 60 v. 219 a.h., 60 v. 219 a.h., 72 v. 235 a.h., 72 v. 235 a.h., 72 v. 235 a.h., 72 v. 235 a.h., 72 v. 329 a.h., 72 v. 219 a.h., 60 v.
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Gross weight (including load, batteries, etc.)	<u> </u>	II Graise 3.400 3.400 3.400 3.750 3.750 3.750 4.310 4.270 4.270	3,184	5,252 5,272 5,272 5,264 4,665 6,773 6,751 6,751 6,751 1,425 1,163	8,778 4,705 7,308 5,264	6,046 6,028 6,027 6,036 6,046 6,046 6,046 6,046
	kilog. 152 178 203	4 1554 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	270 415 465 559	588.9 587.2 597.2 577.2 577.2 577.2 577.2 577.2 577.2 577.2 577.2 577.2 577.2	1,218 572 741 610 610	
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	kilog. 610/ 762 914	270 270 270 270 270 270 270 270 270 270	1,016	Austin 1,016	1,524 2,032 508 1,016	2524
Payload	11.344/ 11.680 2.016 2.240	2,120 2,120 2,124 2,124 2,124 2,126	2,240 2,240 2,800 3,528	22.246 2.246 2.246 2.246 2.246 2.246 2.246 3.326 3.326 3.326 3.326 3.326 3.326 3.326 3.326 3.326 3.326 3.326 3.326 3.326 3.326 3.326 3.326 3.326	3.360 4.480 2.240 2.240	12.568 12.240 12.240 12.240 13.360 13.360 14.880 14.880
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Make and model	GRAISELEY	HARBILT SST bakery truck SST bakery truck SST cleaning (covered side-tip) SST cleaning (covered side-tip) SST cleaning (covered side-tip) SST cleaning (covered end-tip) 727 dairy truck (driven) 750 dairy truck (driven) 770 dairy truck (driven) 770 dairy truck (driven) 771 hospital orderly, pedestrian	MANULECTRIC Podel 4 PCV Standon Pobile Model 7 (driven type)	HORRISON ELECTRICARS—(R D4 dairy E 4 dairy E 4 dairy E 4 dairy E 18 dairy E 18 dairy range 18 de 18 dairy range	TLUSO (Congresch craveling snop Canteen) GT (horse) BM overrize van PMD20 oversize laundry van EM/F20 fibregless dairy	N.C.B. (Smith's) 14-oru. van 14-oru. dairy ruck 14-oru. dairy ruck 18-oru. d. S. dairy truck 18-oru. d. S. dairy truck 18-oru. d. S. dairy truck 18-oru. d. dairy ruck 18-oru. d. dairy ruck 18-oru. d. dairy ruck 18-oru. Gammuter van 28-oru. Gammuter van 28-oru. Gammuter van 28-oru. Gammuter van

BATTERY-ELECTRIC ROAD VEHICLES (INCLUDING PEDESTRIAN CONTROLLED)—Continued

	Make and model			Payload	(less b	Chassis weight (less battories)	Gross we (including batteries,	Gross weight including load, batteries, etc.)	capacity at 5-hr. rating (amphrs.) and voltage	Alternative	Position of batteries	h.p. of motor (1-hr. rating)	Final	Whee	Wheelbase	Q-	Overall	Maximum langth of body	mum gth ody	Z × 2	Maximum width of body	20	Turning	wheels braked and system
N.C.B. (Smith's)—(Contd.) 125-cwt. Suburbanies 130-cwt. Suburbanies 1½ U.S. son Commuter van (L.H.D.)	Contd.)	L.H.D.)	1b. 62,800 3,360 2,500	kilog. 1,270 1,524 1,136	1,316	597 597 648 909	6.048 7,056 8,000	kilog. 2,743 2 3,201 3 3,636 3	35 ah., 36 v. 35 ah., 48 v. 29 a.h., 90 v. and Suburbani	256 ah., 40 v.	S S S S S S S S S S S S S S S S S S S	4.0 10.6 12.6 a Twin	S S S S S S S S S S S S S S S S S S S	# 7 7 % m m m m m m m m m m m m m m m m m	2.2 2.5 2.6 Payload	fc. in. 12 94 13 104 with star	3.9 mdard	fr. in. 7 104 7 104 8 2 2 battery.	E 7777	S 227	2077 3	3 22 2	9.9 9.9 7.07	***
TOMLINSON Roadster " 56 " Roadster " 75 " Roadster " 75 "		::::	2777 7777 7777 7777 7777 7777 7777 777	2222	\$633 \$633 \$633 \$633 \$633 \$633 \$633 \$633	2222	3,080 3,108 1,108 1,136 1,108	1.410 1.410 1.422 1.622	08 a.h., 24 v. 08 a.h., 24 v. 08 a.h., 24 v. os a.h., 24 v.	115 a.h. 24 v. 115 a.h. 24 v. 115 a.h. 24 v. 115 a.h. 24 v. controlled. a Addi	Additional transmi	200 200 200 200 200 200 200 200	Ne inter	60 A 4 A W	EDDE A	7 1 1 7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	8 4 4 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	and battery	2002	##### ####	0+0+	4222	2222	222 227 227 227
VICTOR 810	, :		1,120	808	812	368	1	1	130/190 ah	1	s	5.0	00	9 9	17	10 0	3.0	6 10	2.1	0 5	1.5	n	6.7	4Hy
B15	*	**	1,680		1,400	635	1	1	190/290 ah.,	1	S	8.0	WO	9	2.0	12 6	3.8	60	2.7	8	1.8	25	7.6	£
820	:	1	2,240	0.01	1,512	989	1	1	200/310 ah	1	S	9.0	WO	6 9	2.1	13 6	4.1	9 6	2.9	9	1.9	30	9.1	£
830	;		3,926		8/ 2,128	396	1	-	200/300 ah.	1	S	11.0	wo	7 10	2.4	15 3	4.6	11 6	3.5	7 0	2.1	33	10.1	4M or Hy
850		:	2,600	4141	3/ 2,576	1,168	1	1	200/350 ah.,	1	S	12.0	WO	9 6	2.9	16 6	5.0	14 0	4.3	7 6	2.3	38	11.7	4Hy
K-type road tractor	:	4.4	06,720	-	1	1	-	1	250/350 ah.,	1	œ	11.0	WO.	0 4	1.2	80	2.4	1	1	4	1.2	15	4.6	4Hy
K/2	;	:	9,000	2,032	1	1.	1	1	180/300 40 v. & 60 v.	1	œ	6.0	wo	3 3	1.0	0 9	00,	1	1	3 3	1.0	*	42	4Hy
				-							o Hauling cap	capacity.												
W. and E. 25-cwt. light-weight dary truck. 25-cwt. standard dairy truck. 25-cwt. standard dairy truck (oversize	r dairy tr iry truck	uck 	2,800 ze 2,800	1,270	11346	572 610 610	5,292 5,404 5,516	2,400	269 ah., 30 v. 269 ah., 30 v. 308 ah., 30 v.	161 a.h., 30 v.	e e e	2.75		7 7 100	222	25E	444	000	444	en ion	33.1	777	222	111
Datten. 25-cwr. Standard bakery van 25-cwr. Rangemaster dairy truck 25-cwr. Rangemaster dairy truck	r dairy c	ruck ry tru	2,800 ck 2,800	1,270	1540	649 699 699	5,460 6,328 6,608	2,870	269 ah., 30 v. 269 ah., 60 v. 308 ah., 60 v.	111	F, C and R	2.75 4.25 4.25		7 10	777	13 00 0	900	000	22.4	NNN	8 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	17.	5.2	224
(oversize battery) 25-cwt. Rangemaster bakery van	r bakery		2.800	0 1.270	1.340	669	6.664	3,023	269 ah. 60 v.	-	F. C and R	4.25	60	7 10	2.4	13 0	4.0	8	2.4	8	31 4 6	17	53	2HV

DUMP TRUCKS

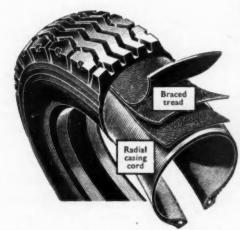
Abbreviations: FUEL—P. petrol: O, oil; VO, vaporizing oil. COOLING—A, air; W, water. FINAL DRIVE—B, bevel: Bs, belt; C, chain; DR, double reduction; E. epirytic; HP, hypoid; OW, overhead worm; S, spur gear; 5pB, spiral bevel. METHOD OF DUMPING—G, gravity; M, mechanical; Hy, hydraulic; M(Hy), mechanical-hydraulic. TYRES—p, ply rating.

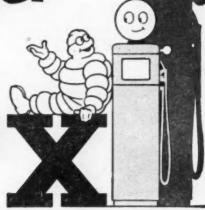
Stru	cubic yd.	Fuel and No. of cylinders	Engine capacity Litres	Cool-	No. of speeds fwd. rev.	Final	Wheelbase ft. in. m.		Overall length Overall width	ength m.	Overall w		Method	Reversible controls Yes or No	Tur.	Turning circle	Ty (size an	Tyres (size and type)
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with

MICHELIN





TYRES

Tate and Lyle cut their transport costs by running their pneumatic discharge tankers on 'X' tyres which, apart from other advantages, reduce fuel consumption by 10%.

A tyre that is running receives energy from the engine but all that is received is not used for propulsion.

Some is taken up by the tyre to overcome the rolling resistance which occurs as a result of flexion and of distortion as every part of the tread comes in contact with the road.

Flexing of the tyre is necessary to cushion the vehicle but flexing cannot take place without energy being consumed—the amount depending on the flexibility of the tyre.

Flexing, together with tread distortion, causes movement

between the casing plies; that uses energy—eventually transformed into heat which, as well as being a waste of power, is detrimental to the tyre.

Furthermore, as the tread of a conventional tyre is pressed against the road surface, lateral distortion causes a scrubbing, wearing movement; again energy is needed: energy to generate the distortion, energy to wear away the rubber.

Since all this energy can only come from the engine of the vehicle, it is obvious that less fuel will be needed if a tyre is built to flex easily and to prevent tread distortion.

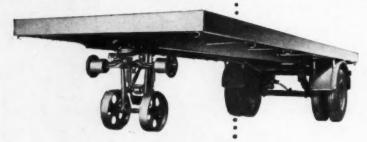
Because of their special construction—single steel-cord ply radial casing cords that flex easily and a braced tread that does not distort—Michelin 'X' Giant tyres have less rolling resistance and therefore consume less energy.

1861/21/G

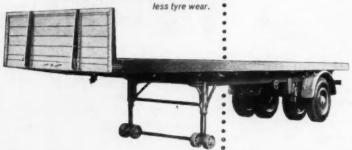
For further details please write to "Fuel Saving" MICHELIN TYRE CO. LTD., 81 Fulham Road, London, S.W.3

ways to low cost hauling

Save on the Boden Single Axle Trailer
— progressive Cary-Laminaire suspension
gives a smooth ride with loads heavy or light.



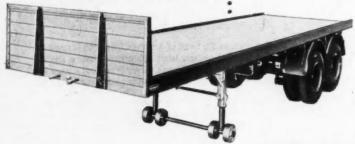
Save on the Boden Twinline —four independent wheels in line mean



Save on the Boden Trailer with the tandem axled Hendrickson Bogie—a cushioned ride for the heaviest of heavy-duty hauling. Boden semi-trailers are of resounding value—their low initial cost buys the finest performance and highest per ton hauling capacity on the road.

All three models are distinguished by strength-tested construction and the latest, greatest engineering efficiency. Each represents perfection in its particular class.

Save on initial outlay . . . save transport costs every mile of the way with Boden superlative semi-trailers.



superlative semi-trailers



BODEN TRAILERS : LIMITED

ROYTON, OLDHAM, LANCASHIRE • TELEPHONE MAIN (Oldham) 9551 and 880, MARYHILL ROAD, GLASGOW, N.W. • TELEPHONE MARYHIII 3382

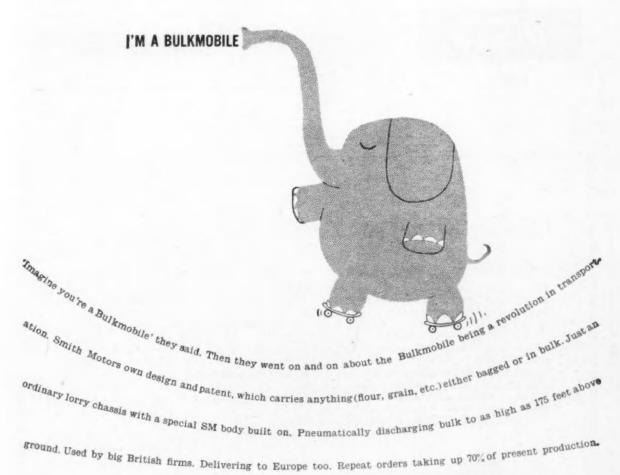
C43

DUMP TRUCKS—Continued

May	5,	1961						501					THE COMMERCIAL MOTOR
Tyres (size and type)	Rear	11.00—20 12-p 11.00—20 12-p 11.00—20 12-p 14.00—20 12-p 14.00—20 20-p 14.00—20 20-p	277	14.00—24.16-p	74	18.00—25 28-р	4.50—16 6-p 6.00—16 4-p	14.00—24 12.p	11.00—20 16-p	9.00-20 12-9	16.00—20 24-p 15.00—20 22-p		18.00—257 28- 12.00—247 16- 12.00—247 16- 12.00—247 16- 12.00—247 16- 12.00—247 16- 12.00—247 16- 12.00—20 20- 12.00—20 20- 12.00—20 20- 12.00—20 20- 12.00—277 16- 12.00—277 16- 12.00—
Ty (size an	Front	11.00—20 11.00—20 11.00—20 11.00—22 16-p 11.00—22 16-p	7.00—24	10.00-20	11.00-20	16.00—25	6.00—16	9.00—20 10-p	11.00—20	9.00-20	14.00—24.16-p		18 00—23 11 00—24 4-5 11 00—24 4-5 11 00—24 4-5 11 00—24 12-5 11 00—27 1
ing le idius)	Ë	EEEE 888	6.6	10.0	14.3	18.3	80.4	7.7	15.2	15.2	19.8		2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
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No. of speeds	fwd.	N N N O N O O	m¥	44	*	or 6	mm	9	00	00	00		Endindindindindinding 5 www
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Engine	Litres	7.0 10.45 11.0 12.17	3.16	6.38 6.38 or	9.78	16.22	1.32	3.6	3.26	3.26	12.15		12.148 12.145 12.145 12.145 12.145 12.145 14.09 16.09 16.00
Fuel and No. of cylinders		8888888	10	04000	90	80	01 02 02	δ	03	03	88		Transmiss
	100	00000111	3.15	6.51	6.0	22.0	1.6	5.	0.6	7.0	17.0		21111111111111111111111111111111111111
Capacity in cubic yd.	Struck H	1222222	2.4	5.05	7.0	19.0	1.2	3.4	7.0	8.0	17.5		00111 00111 00110 0010 0010 0010 0010
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Make and model		TKINSON DT.745A DT.746XA DT.746XA DT.1366XA DT.1366XA DT.1366XA	AVELING-BARFORD 1-cuyd. dumper 5F 3-cuyd. dumper	SA 41-cuyd. dumper SR 9-con 6-7-cuyd. shuttle	SL 270 134-ton shuttle	SN 30-ton dumper	".75" 1-ton dumper "150" 2-ton dumper	CHASESIDE Dumper DS	DOUGLAS 944 (4×4)	744 (4×4)	22-ton (6 × 4) 18-ton (6 × 4)		FODE N FRD 6/45 FRD 6/45 FRD 6/45 FRD 6/45 FRD 6/26 FRD 6

DUMP TRUCKS—Continued

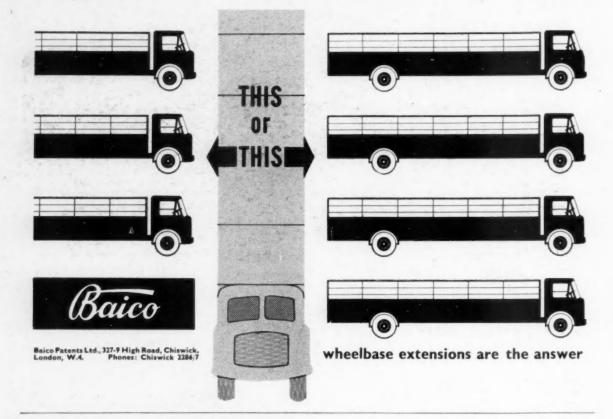
THE	1	OMMER	CIAL	. МО	TOR					5	02					May 5,	1961
Tyres (size and type)	Rear	6.000	8	5.00—15	13.00—24	13.00—24 8-p	14.00—24 12-p	13.00-24 8-p	14.00-24 12-p	5.50-16 4-p	5.50—16 14.00—24 14.00—24	5.00—16 6.00—16	14.00—20T	415 00 20 24.p	13.00—24T 18-p	6.00-16 6.00-16 6.00-16 5.00-16 5.00-16 6.00-16	6.6 4.4
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an of	m.	5,77.8	40	7.2	1001	7.6	11.6	6.6	9.0	7.0	11.6	9.90	20.4	949	-	44444	3.6
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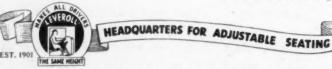
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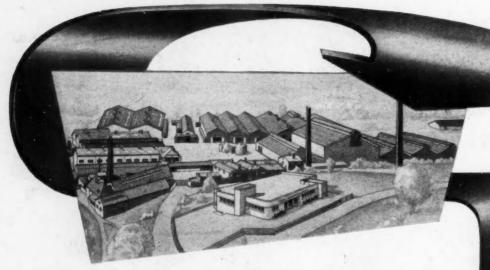
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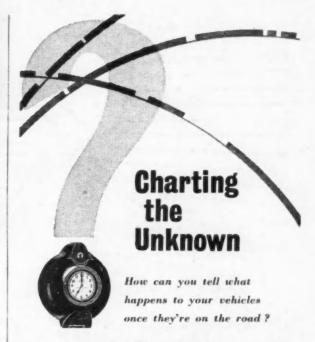
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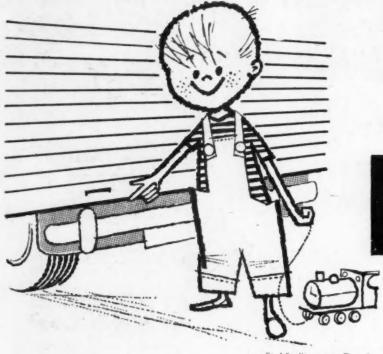


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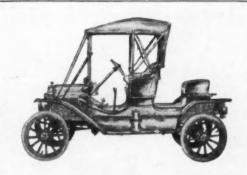
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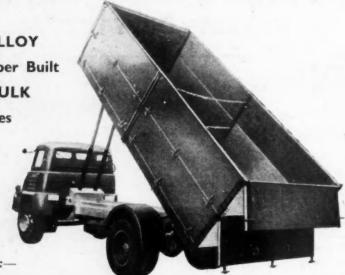
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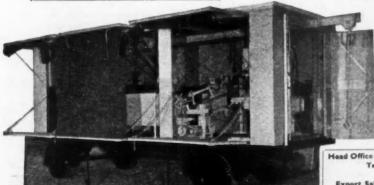
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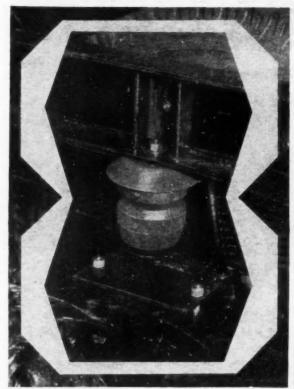


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4-TON TK model 135-in, wheelbase, 200 cu. in, diesel drop-side truesk, 7.50 x 16 10-ply tyres.

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6-TON TK Model chassis-cab, 151-in, wheelbase, 300 cu. in, diesel cu. in, diesel engine, 7.50 x 20, 12-ply tyres.

71/-TON TK Model 120-in, wheelbase chassis-cab, 120-in, wheelbase chassis-cab on the control of the contr

SECOND-HAND BEDFORD FOR SALE:-

3-TON TK Model, petrol engine, 135-in, wheelbase drop-side truck fitted with heater, taxed till the end of year, 900 miles only.

ORMSKIRK MOTORS. LTD. NEW TK BEDFORD 7-ton drop-side tipper, 2-speed axle, diesel.

NEW BEDFORD TK 7-ton, 167-in, wheelbase, 2-speed axle diesel.

1951 BEDFORD 5-tonner. P6 diesel engine, in good condition throughout, £225.

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COUNTY ROAD, ORMSKIRK. Phone, Ormskirk 2551-2.

1958 BEDFORD 7-ton 16-ft. platform truck, S a 20 tyres, 2550. Mansfield, Ltd., Astley House, Lewes, Sussex 2311.

COLONIAL MOTORS (SOUTHEND), LTD.,

OFFICIAL BEDFORD DEALERS.

axle, dieset. W BEDFORD 7-ton J-model tipper, 2-speed axle,

Phone, Boxmoor

WATERS ROAD HEMEL HEMPSTEAD, HERTS.

desel engine. 1995.

1954 BEDFORD diesel 7-ton chassis and cab, £175.

1958 BEDFORD diesel 7-ton chassis and cab, £175.

1958 BEDFORD 5-ton long-wheelbase platform lorry.

1954 BEDFORD 100 diesel engine. £495.

1955 BEDFORD 7-ton [ong-wheelbase tipper, Meadows diesel engine. £495.

1956 BEDFORD 7-ton [ong-wheelbase tipper, Meadows diesel engine. £650.

1956 BEDFORD 7-ton [ong-wheelbase] 950-cu.-ft.

1957 BEDFORD 7-ton [ong-wheelbase] 950-cu.-ft.

1958 BEDFOR NEW BEDFORD 10-ton tractor, 5-speed gearbox, 2-apced axle, Scammell coupling gear.
1958 BEDFORD 5-ton diesel tipper, one owner, memory of the self-benedition. Edicatel tipper, steel body, one owner, repainted, £550, 1954 BEDFORD 3-ton boxvan, super condition, £350. 1958 BEDFORD (petrol) 5-ton forward-control plat-

COLONIAL MOTORS (SOUTHEND), LTD.,

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1960 7-ton normal-control diesel tipper.

1958 5-ton short-wheelbase diesel tipper.
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SEE THE NEW TK TIPPER WITH WESTON TWIN SLANT GEAR. NEW BEDFORD TIPPERS EX-STOCK.

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MAIN STREET COATBRIDGE.
Phone, Constridge 534.
Coatbridge Showrooms open weekdays from 9 a.m.
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1960 BEDFORD short-wheelbase steel-body diesel 1959 BEDFORD inpers for sale, a fleet of 20 Model J58 (current type normal control) with underfloor gears and 6-cu.-yd. Always Welding heavy-divy steel bodies, can guards, 3/16-plate floors, fleed and 45,000, cad); for work

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IMMEDIATE DELIVERY.

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HOWARD 4184.

1957 REDFORD 25-cwt., Perkins P4 engine, £250.
Southampton 26590.
Southampton 26590.
907-333

BEDFORD CA vans, wide range of prices from £120 Great Western Motors. Shepherds Hill (A4), Londor Rd., Reading. Phone, Reading 63333.

1950 BEDFORD B.T.C. articulated platform vehicle Perkins P6 engine, good condition. £295 Mansheld Autos, Lid., High Rd., Broxbourne, Herts Hoddesdon 4567.

1955 10-12-cwt diesel engine, fitted 1959, repainted, work unobstructed by wheel arches, power winch fitted, mileage only 20,000, £400, Lawton-Goodman, 135 Crickiewood Broadway, N.W.2. Gladstone 2226. 907-242

1959, December, BEDFORD 7-ton forward-control diesel, aluminum boxwan, 750 cu. Rt. £775. Dawnier Motors, Ltd., Ewell By-pass, Surrey. 907-42382.

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1947 BEDFORD 5-ton long-wheelbase truck, Bedford diesel engine, £395.
1955 BEDFORD-SCAMMELL tractor unit, new cub, truck conditioned gearbox and transmission. C. licence operated, very good condition, £393. Edgware 5272.

1956 BEDFORD 5-ton A-type platform. P6 diesel. A feb. Arnold 7771. 907-101 A 74 and 74 and 74 and 74 and 74 and 75 and 75

BENTLEY BROS. (SHEFFIELD), LTD. 71 THE WICKER, SHEFFIELD, 3, Phone 29281.

VAUXHALL AND BEDFORD MAIN DEALERS.

1957 BEDFORD S type 7-ton with 300-cu.-in diesel engine, in primer finish, £575.
1956 BEDFORD 7-ton long-wheelbase diesel drop-side truck, recent rear axie, overhaul, one C licence owner, £38.
1954 BEDFORD 5-ton long-wheelbase petrol tipper, attention; choice of two, £110 each.
1952 BEDFORD 5-ton long-wheelbase platform truck, petrol, choice of two, £115 each.
1954 Section of two, £115 each.
1954 Section of two, £151 each.
1955 Section of two, £151 each.
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SPECIAL NEW VEHICLES.

BEDFORD 7-8-ton extra-long-wheelbase truck, fitted with Leyland Comet engine, 5-speed gearbox, 2-speed with Leyland Comet engine, 5-speed gearbox, 2-speed list price £1,863.

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1955 BEDFORD 7-ton platform truck, fitted with above-average condition, 595 ... 595 ..

GRAND GARAGES (RICHMOND), LTD., Richmond Rd., Twickenham, Middlesex. Phone, Propegatory

1958 BEDFORD 6-ton normal-control long-wheelbase drop-side truck, diesel engine, filted Burton-wood tail lift, £625, The Bucks Motor Co., Ltd., Aylesbury 907-150

1958 BEDFORD 6-wheeler flat, Leyland engine Bedford 2-speed and Boys conversion.

1954 BEDFORD semi-low-loader.

MORRIS BROS., St. Thomas, Swanses. Phone 50100.

BEDFORD 7-ton long-wheelbase 1955 diesel platform 7 ft. 6 in. wide. 6 ft. 6 in. high, £450. Well tyred. Lincolnshire Motor Co., Ltd., Brayford House, Lincolnshire Motor Co. Ltd., Brayford House, Lincoln 20123.

1954 7-ton alloy long-wheelbase platform truck. R6 Mk. III engine, £285. Herwin, Woolwich 8161.

TWO BEDFORD petrol engine 1.000-cu.-ft. Luton-type vans, es-w.D., first registered 1959.
TWO GATES GARAGE, Oxford Rd., Ryton-on-Dunsmore. Phone. Toil Bar 3361.
907-367
1953 BEFFORD Stype tractor, Seammell coupling, petrol engine, £190. 1954 Bedford Sdype 7-ton drop-side truck, petrol engine, £200. Manbre and Garton, Winslow Rd., Lundon, W.6.

BEDFORD 5-ton 1955 boxvan, 700 cu. ft., alloy body.
BEDFORD 5-ton long-wheelbase drop-side, 1956, just repainted, excellent tyres, bargain price.
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WE want BEDFORDS! Trucks, lippers, vans, Lutons etc. G.T.C. (Commercials), Ltd., 2 Addington Rd. Bow Rd., E.3. Advance 5242-3.

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Greenwich 2033-4

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1957 B.M.C. 7-ton long-wheelbase platform truck, 20 tyres, Eaton 2-speed asic, power scenies, excellent condition, £700.

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1960 AUSTIN B.M.C. 6-wheel platform truck. 22-ft. body. York extension. 2-speed axle, in firstclass order.

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A LSO other good B.M.C. vehicles in stock.

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A hody tipper, 1958, reconditioned engine, just repainted, as new, £495.

D. FASTWOOD COMMERCIALS, 27 Asion Rd. North, Birmingham. Asi 3467.

907-398

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Used Goods Vehicles (contd.)

B.M.C. 1960 (late) 7-ton tipper, 6-cylinder diesel comments of the comments of

COMMER 7-ton TS3 platform truck, good condition throughout, £695. Arnold 7771.

1957 COMMER TS3 wood body tipper, £545. G. H. KENDRICK, LTD., Carters Green, West, 907-93

1960 COMMER TS3 7-ton short-wheelbase tipper, mileage. El. 100 steel double-drop-side body, air brakes, low COX's MOTORS (HILL TOP), LTD, 127 Hill Top. West Bromwich. Phone, Wednesbury 0470, 907-36

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FOR immediate delivery, COMMER 7-ton short-wheel-base steel-bodied tipper, fixed wheel York third axle, tipper chassis and cab.

13-FT. 6-IN. chasus-car for immediately applied to the community of the co

1958 COMMER 1,500-cu.-ft. pantechnicon, Plaxton body, Rootes diesel engine, excellent condi-COX OF DEVON, LTD., Newport Garage, Barnstaple, Phone 3048.

COMMER TS3, 1957, with Boys third axie, 22-4f. platform body.

10 off off body.

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14 off body.

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18 off body.

18 off body.

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19 off body.

10 off body.

COMMER boxvan, 1953 model, 2-3-tonner, ail new tyres, petrol, unmarked and extremely sturdy and clean lines, roller shutter rear doors, reconditioned ensire to the comment of the comment of the comment (Saraya, Ltd., 1, 2 and 5 Lewisham Rd., Lewisham, S.E.13, 17deway 2884).

1960 (Late) COMMER Unipower TS3 6-wheeler nice order, very small mileage, fitted 5-speed box, heater

1960 COMMER TS3 12-yd tipper, very low mile-age, almost as new, 5-speed box, heater, etc. RUSH GREEN MOTORS, Langley, Hitchin, Herta, Stevenage 174.

R Stevenage 174.

1954 COMMER 24 tractor unit, Perkins R6 diesel 1954 craine and Mands 22-ft. drop-side trailer, fitted and fitted an

COMMER Superpoise 3-ton drop-side truck, one careful owner from new, very clean, £95.

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17-ft. platform, well tyred, weight 3 tons 9 cwt.,
1850. Cottee and Edwards. Nottingham 46674. SPRINGALL, LTD.

1959 COMMER 6-wheel drop-side bulk tipper, air brakes, 5-speed gearhox, heatter, heavy-duty chassis, now engine, etc., cost 83,259, accept 82,100 o.n.o.
1959 COMMER 6-wheel Unipower truck, aluminium body, 5-speed gearbox, heater, etc. H.P. arranged. A. Springall, Ltd., Plumstead Common, 8.E.18. Woolvich, 5319.

1956 COMMER tractor unit, 10-12 tons, Eaton
1957 COMMER 4-ton long-wheelbase, TS3, in excel1957 ComMER 4-ton long-wheelbase, TS3, in excel1957 lent condition. Terms, exchanges, Contay
196162. Wats, 16-14 Southwark Bridge Rd., S.E. I. Wat
1967-434

1957 COMMER Express delivery van, blue excellent PHOENIX MOTORS, LTD., Oxford Rd., Gerrards Cross. Phone, Denham 2716. Gerrards Cross 2545. 907-443

1959 COMMER TS3 tractor, B.T.C. coupling, as new, 1959 £750. Walker Street Motors, Preston. Phone

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THREE or four COMMER 30-cwt. vans. low mileage petrol. Phone, Swadlincote 7515, 907-x3724

TS3 4-wheel. 16-ft. alloy body. 4-ft. sides an advan-lage, chassls, sub-frame and twin-ram gear a necessity. Year, unladen weight, condition price: Derek Row, Marazion, Cornwall. 907-ax3508

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1949 DODGE 105 platform, petrol, weight 2 tom
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DOGE. Three forward-control Dodge tippers for ballet two vehicles are 7-tonners with R6 Perkins engines, one vehicles are 7-tonners with R6 Perkins engines, one vehicles are 7-tonners with R6 Perkins engines, one vehicles are 7-tonners engines, one vehicles are 7-tonners engines. One of the formation of the for

1954 S-ton long-wheelbase drop-side truck, P6 engine by exceptional, mechanically good, bargain, £185 D. B. EASTWOOD COMMERCIALS, 27 Aston Rd. North. Birmingham. Ast 3467. 907-401

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COMPLETE spares service for all types.

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NEW DODGE 8-ton chassis-cab, new Perkins Six 354

1955 DODDGE 5-ton truck, one owner, well tyred, loader, repainted, £550, 1958 DODDGE 7-ton truck, one owner, well tyred, 1958 DODDGE 7-ton truck, one owner, well tyred, £875, DODDGE 5-ton flat, diesel, well tyred, ideal spare vehicle, £275, DODGE and Perkins spare parts express delivery.

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1958 7-ton J46R6 DODGE, 9.09 x 20 tyres, 19-ft, dition, any trial.

1957 Short-wheelbase 103AP6, Scammell equiling, good condition, 2004 typer, reconditioned engine, extension under the state of the s

THE RELIANCE GARAGE (NORWICH), LTD., Heigham St., Noewich, Phone 28914-5. 907-352

L. A. MITCHELL (MOTORS), LTD.,

DODGE DISTRIBUTORS PERKINS DIESEL SIGNHOLDERS.

1957 DODGE diesel 6-ton long-wheelbase chassis and cab, fitted with Duramin boxyan. £525.
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COMBS COMMERCIALS (GUILDFORD), LTD
April Dorismouth Rd., Guildford, Surrey. Phone, Guildford, Surrey.

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VAUXHALL AND BEDFORD MAIN DEALERS. 956 DODGE 6-ton long-wheelbase platform truck. 2-speed axle, good reliable vehicle, £175. 955 DODGE 7-ton long-wheelbase truck, ram double drop-side wooden hody tipper, Perkins R6 disections. 2 months old. Fsten 2-speed axle. £46. 907-573. Used Goods Vehicles (contd.)

1957 DODGE 8-cu.-yd. tipper, R6 engine, 2-speed axle, reconditioned body and tipping gear excellent condition, £575. Locomotors, 392-398 Moseley Rd., Birmingham. Phone, Cal 0331. 907-374

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NOVEMBER, 1953, E.R.F. 8-wheeler chassis and cab. perfect condition, one owner, any inspection welcomed, £850. Barton Townley, Ltd., 110 Penny St., Lancaster. 907-192

1956 E.R.F. 8-wheeler, 24-ft. platform body, double-is in exceptionally good order, appearance almost as new RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174.

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VAUXHALL AND BEDFORD MAIN DEALERS. 1946 E.R.F. twin steer, rebuilt in 1954, recent engine change, 5LW, exceptional condition throughout

E.R.F. 7-ton 18-ft. platform lorry, 5LW engine, 5-speed gearbox, £195, or H.P. arranged, HENRY EATON, LTD., 107 Paimerston St., Ancoats, Manchester, Phone, Ardwick 3146. 907-309

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1952 FODEN 8-wheeler double-drive chassis-cab, two-differentials litted, used only by C-licence operator, perfect condition, £500. Apply Knights Bros., Fenstanton, Hunts Phone, St., Ives 3325.

TWO 1948 FODEN 18-ft. flat bodies, good tyres, 4LV, C-licence operated, flat front cabs, smart condition, 8325. Edgware 2572, FODEN diesel 5-ton truck, good order, £85, 23 Darby Rd., Folkestone. 907-201

1959 FODEN 6-wheeler, 2-stroke engine, single drive, 1959 FODEN 8-wheeler, 2-stroke engine, single drive, 1955 FODEN 8-wheeler, 6LW Gardner engine, single drive, OWALD TILLOTSON, LTD., Summit Works, Burnley, Phone 2201.

PODEN, November, 1955, 8-wheel tipper, wood bot twin underbody gear, 9.00 x 20 tyres, £1,400. Al choice of two 6-wheel Fodens, £300 each. Cade Garage, 269 Carlton Rd., Nottingham 32034, 907-xA39

FORD THAMES AND FORDSON

1958 THAMES Trader 5-ton long-wheelbase 6-cylin-flashing indicators, passenger seat, unwritten and in primer checked and serviced, good tyres, sound throughout. £575, M. J. Hughes, Ltd., Beaconsfield 2141. 907-399-6

1960 7-ton Thames Trader, tippers, choice of two, very low mileage, £1,070. Waterloo 5991.
1960 Trader 7-ton 6D diesel long-wheelbase drop-side truck, £685.
1960 Trader 5-ton 6D diesel long-wheelbase drop-side Dawniers MOTORS, LTD., Ewell By-pass, Surrey, 907-42

FORD diesel van, 1956, for sale, mechanically sound good buy, £300. Apply: Howard 1244. 907-26

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THAMES Trader 7-ton 6D drop-side truck.

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1950 THAMES Trader 7-ton 6D 20-ft. platform

1950 THAMES Trader 7-ton 6D 7-cu-yd. tippers,

1950 THAMES 7-ton 6D platform truck, £875.

959 THAMES 5-cwt. van. £310.

1958 THAMES 15-cwt, van. £325. 1959 THAMES 15-cwt. van. £345.

959 THAMES 7-cwt. van. 7,000 miles only, £335.

1959 THAMES 7-cwt. van, blue, £335.

1958 THAMES 5-cwt. van, £285.

GOOD selection of Thames and Bedford light van: 297 BALLARDS LANE. North Finchley.

HILLSIDE 8888.

1956 Thames 5-ton 4D long-wheelnase drop-side 1959 [48.50]. Thames 2-ton van, in excellent condition, 1957 [48.4]. Sh.C. 5-ton platform truck, good condition throughout, £550. [GUILDFORD]. LTD. Fortamouth Rd., Guildford, Surrey. Phone, Guildford 507-509

1958 Trader 6-yd. tipper, 6D diesel, really nice condition, £550.

1958 trader 6-yd. tipper, 6-cylinder petrol engine, yes condition, £550.

1958 trader 6-yd. tipper, 6-cylinder petrol engine, yes conditions of the conditions of the cylinder petrol engine, yes conditions of the cylinder petrol engine, yes conditions of the cylinder engine trade of the cylinder e

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MAIN FORD DEALERS, TEMPLE GATE, BRISTOL, 1, Phone, Bristol 29422 (10 lines). "BEST IN THE WEST."

COMPLETE RANGE OF LIGHT OR HEAVY COMMERCIAL THAMES TRADERS FROM STOCK IMMEDIATE DELIVERY.

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THAMES Trader, 1959 (June), 7-ton, 138-in. wheelbase. Telehoist tipping gear, 13-ft, 6-in. wooden body, £875.

1959 Trader artic unit, heater, 2-speed axic, auto-matic coupling, 6-cylinder diesel, choice of two.

1960. THAMES Trader 6-wheel platform, power steering and air brakes, £2,000.
1960 Trader artic, unit, B.T.C. coupling, demonstration model, very low mileage, £900.
1958 THAMES Trader 5-ton truck, £525.

1958 THAMES Trader Luton, 900 cu. ft., £700.

1958 THAMES Trader 7-ton, platform body, £720.
1957 THAMES Trader 5-ton truck, choice of two.
1957 THAMES Trader 5-ton for 6-to-yd. tipper 1958 Edge of two.
1958 THAMES Trader 5-ton 6D 6-tu-yd. tipper 1958 THAMES Trader 7-ton 6D 14-tu-yd. tipper, timber body, £825, 5-ton 4D drop-side truck.

1956 THAMES 4D J.100-cu.-ft. Luton, £350. 1954 THAMES 4D Luton, 600 cu. ft., £225.

1960 THAMES Trader 6D 7-ton 7-cu-yd. tipper.

FRANK G. GATES, LID., Gates Corner, E.18.

907-124

GORDON KING MOTORS, LTD. FORD AND THAMES DEALERS.

TRADER 4D diesel 4-ton chassis, fitted with 1.250 cx. It, low-loading Luton body, new and unregistered. ex works for earlier to the first the control of the

1961 Unused Trader, customer unable to take delivery, 7-ton diesel 11-ft. 6-in. wheelbase tipper, flashers, heater, twin seats, available Will SHORT LTD., 2-4 St. Cross Rd., Winehester. Phone 2398-9.

NEW FORD Trader 7-ton standard truck, list.

NEW FORD 12- and 15-cwt. pick-up trucks, list.

NEW FORD Trader 71-ton drop-side body, list. 1957 FORD Thames 4D 1,720-cu.-ft, Luton, on Observation of Church Road MOTOR (SOUTHEND-ON-SEA) LTD., Haddigh, Essex, Phone 57271 (10 lines) Atter hours, Southend-on-Sea 4828.

HUNTER VEHICLES, LTD.

CROWN WORKS 290 SOUTHBURY ROAD, ENFIELD.

1957 Thames chassis-cab, 157-in, wheelbase, 3 rons, 4D engine, 7.00 x 20 x 10-ply lyres, one owner, excellent conditions 3-ron double-drop-side truck, 1956 FORD Thames 3-ron double-drop-side truck, one owner, excellent condition.

IMMEDIATE DELIVERY.

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HOWARD 4184.

1960 November, FORD Thames 7-ton long-wheel-only, indistinguishable from new, g975, 1960 FORD Trader 6-wheel long-wheelmase (ipper, last, stell body, low milesge, cost £2,700, bargain at

1956 FORD 4D 4-ton long-wheelbase truck, Baico extension, 16-ft, hody, excellent condition, £225. COX'S MOTORS (HILL TOP), LTD., 127 Hill Top. West Bromwich. Phone, Wednesbury 0470. 907-84

BENTLEY BROS. (SHEFFIELD), LTD.,

71 :HE WICKER, SHEFFIELD, 3, Phone 29281,

VAUXHALL AND BEDFORD MAIN DEALERS. 1959 THAMES Trader 7-ton long-wheelbase steel hody tipper, £895.

1959 Thames Trader 7-ton, Anthony hoist tipper gear, choice of two, guaranteed, £775. Arnold 907-102

HAMES boxvan, 2-3-ton diesel 4D, 195 mechanically 100%, appearance and all-round 1961 shape, silding door model, tyres all raul to a new van, £295. Terms, exchanges, tag., 1, 3 and 5 Lewisham Rd., Lewisham

1958 THAMES 30-cwt. diesel truck, one owner excellent condition, £295. 1956 FORD 5-ton 4D Luton van, one owner, £445 NEW THAMES 15-cwt. truck, £525.

258 WAIFORD WAY, Hendon, N.W.4. Sunnyhill 907-432

907-432

1956 FORD 4D 4-ton short-wheelbase hydraulic tipper, £250 or terms arranged.

1958 FORD 4D 4-ton long-wheelbase platform lorry, EATON, LTD., 107 Palmerston St., Ancoats, Manchester. Phone, Ardwick 3146.

907-313

TRADER 7-ton long-wheelbase, twin ram, wood body, 14-cu-yd, bulk coat tipper, 9-00 x 20 tyres, 1959, exceptional machine throughout, bargain, £675.

TRADER 7-ton long-wheelbase drop-side truck, 10 prince, 100 prince, PORDSON 4D 3-ton long-wheelbase drop-side, mechanically sound, £165.

D. EASTWOOD COMMERCIALS, 27 Aston Rd. North, Birmingham. Ast 3467. 907-399

G.T.C. COMMERCIALS. LTD.

1.700 CU.-FT. 1958 Trader diesel Luton van, separate cab, first-class body, one C-licence owner.

body, E740;

1959 Trader diesel 7-ton long-wheelbase truck, 18-II.
1959 Trader dosel 7-ton long-wheelbase truck, 18-II.
1959 Trader 30-cwt. drop-side truck, 7,000 miles
1957 FORD 4D diesel 3-ton long-wheelbase dropside truck, 1mmaculate, E325.
1957 FORD 4D diesel, 3-ton short-wheelbase tipper,
1958 BOW RD, London, E.3. Advance 5242.

1959 FORD 7-cwt, van, light green, excellent condition, £295.

PHOENIX MOTORS, LTD., Oxford Rd., Gerrards Cross. Phone, Denham 2716. Gerrards Cross 2545.
907-442

1959 Trader 7-ton long-wheelbase truck, 6D, new tyres, clean, £685. Phone, Tideway 4441. 1958 Trader 5-ton long-wheelbase truck, 6D, clean, 907-558

1958 Thames 7-ton short-wheelbase tipper (6D), £510 1958 Thames 5-ton long-wheelbase truck (4D), £540.
ERRINGTONS OF EVINGTON, LTD. Phone 38102-3, 907-535

ONE 5-ton 6D long-wheelbase truck, 1959, good condition.

ATE 1955 3-ton THAMES 4D drop-side truck, nice condition,

1959 THAMES Trader 6D 6-cu-yd, Anthony drop-side on 9.00 x 20, immaculate vehicle.

COOMBS SERVICE STATION (FORD Main Dealers), 907-470

By-pass Rd. Guildford 62962.

1958 5-ton 6D drop-side tipper, 2-speed axie.
1957 FORD Trader 5-ton 6D drop-side tipper,
CARMO, of London, Leighton Rd., London, N.W.S.
Guilliver 5555.

Ford Thames and Fordson Wanted
USED THAMES 4D trucks and Lutons. 1957-60
Broadway, N.W.2. Gladstone 2234-5-6-7, 907-59

WANTED, FORD 4D vans and Perkins, all capacities, from 1955 onwards. Chandlers Motors, Ltd., 71 Greenwich South St., London, S.E.10. Gre 2013-4, 907-574

GUY

GUY Invincible 4-wheeled 11-ft. 6-in.-wheelbase chass and cab. Gardner 6LW ensine, p.t.-o, unit, fimmediate delivery, R.T.S. (Hackney), Ltd., 21-Arbulus St., E.8. Clissold 5920.

LAND ROVER

GOOD selection of used LAND ROVERS always in COMMERCIALS (GUILDFORD), LTD. outh Rd., Guildford, Surrey. Phone. Guildford 907-513

LEYLAND

L EYLAND Comet tractor unit, very good tyres, cles smart vehicle, August, 1949, £225. Edgware 2572. 1955 Comet long-wheelbase platform, £525.

1947 Octopus long-wheelhase platform and drop ides, four for £2,000.
JOHN HUDSON, Doncaster Rd., Bawtry, Yorks. 907-522

1950 LEYLAND 8-wheeler, in very good condition.

1950 LEYLAND 8-wheeler, in very good condition.

Phone Phone 907-449

Used Goods Vehicles (contd.)

Brownhills Motor Sales. LEYLAND, ALBION, SCAMMELL AUTHORIZED DEALERS,

E ARLY delivery of new LEYLAND Comets and Super Comets.

SEE our advertisement under Used Goods Vehicles Unclassified.

BROWNHILLS MOTOR SALES.

WATLING STREET (AS), BROWNHILLS, STAFFS. Phone, Brownhills 2307, 2336 and 2392, 907-70

1955 LEYLAND Comet rorward-control platform
1956 LEYLAND Comet normal-control platform
1956 truck 3-sheed axle, £395,
1956 2-speed axle, £395,
CAPITAL MOTOR CO., LTD., Remington St., City
Rd., N.1, (Near Angel.) Clerkenwell 7456, 907-260

EYLAND, 1959, Leyland Super Comet, tractor unit, air brakes, fifth wheel coupling, immaculate, choice OSWALD TILLOTSON, LTD., Summit Works, Burnley, Phone 2201.

1952 LEYLAND Octopus 25-ft. platform, double-for and Sons, 169 Balaam St., London, E.13. Gra 1865. 907-21

MAUDSLAY

1951 MAUDSLAY 8-wheeler, 9.6, £400. Byron 3209 or Chalfont St. Giles 2554. 907-137

MAUDSLAY 8-wheel, 9.6 A.E.C. engine. ACKERBY AND CO., Maybells Farm, Ripple Rd., Barking, Essex. Dominion 5583. 907-95

MORRIS AND MORRIS-COMMERCIAL 1957 MORRIS LCFO 2-ton diced van, painted blue, L450. Frank Watson (Croydon), L1d., Thornton Ed., Thornton Heath, Surrey. Tho 4221.

PALMERSTON OF KINGSTON.

MORRIS AND MORRIS-COMMERCIAL RETAIL DEALERS.

RELIABLE used vehicles in stock. PALMERSTON COMMERCIAL MOTORS, LTD., 75-77 Penrhyn Rd. Kingston 5618. 907-294

MORRIS boxvan, running order, 15cwt., £30 o.n.o. 907-251

RENAULT

GORDON KING MOTORS, LTD., SOUTH LONDON RENAULT DISTRIBUTORS.

NEW RENAULT Estafette 10-12-cwt, vans, high-roc models, standard body (available with side-loadin doors), pick-up with tilt, also R-seater passenger vehicles available for early delivery. Demonstration vehicles available

MITCHAM LANE, S.W.16. Streatham 3133-4.

SCAMMELL

PARADISE MOTORS, Geldard Rd., Birstall, York-shire. Phone, Morley 1029. 20-ton SCAMMELLS and 25-ton low-loader trailers, new cab and latest-type bonnets and wings.

SCAMMELL tank transporter unit, Scammell 20-tons tractor, ex-Mo.S., fully reconditioned. W. F. Holmes. Ltd., 18 Half Moon St., London, W.I. Gro 3524, 907-247

SEDDON 1954 S-ton SEDDON diésel long-wheelbase 16-ft. drop-side truck, above average condition, 2225 Bridgwater Motor Co. Bridgwater 2218, 907-x382

NEWPORT MOTOR SERVICE, East Usk Rd.
Newport, Mon. Phone 59441.
SEDDON distributors for Monmouthshire.

RYLAND GARAGE, LTD. MIDLAND DISTRIBUTORS.

USED SEDDONS.

1952 SEDDON diesel 5L drop-side truck, good con-diction. SEDDON 8-ton 20-ft. drop-sider, any offer. 1954 SEDDON diesel 8-ton 20-ft. drop-sider, choice 1955 SEDDON diesel 5L platform truck.

ROOM wanted, any reasonable offer accepted.

RYLAND GARAGE, LTD.,
RYLAND STREET, Off Broad Street, BIRMINGHAM, 16. Edgbaston 4501-5.

SEDDON diesel Mk. 5L. 1953, long-wheelhase, 6-cu.-yd. calibrated double drop-side, one owner, very well maintained, excellent order and tyres, £375 on. oz. islas 1953 Seddon Mk. 5 SU 6-cu.-yd. tipper, one owner, excellent condition and tyrus, £385. John Lawranson, Haulage Contractor, Station Works, Billingshurst, Sussex, Phone 88.

May 5, 1961-THE COMMERCIAL MOTOR 145

Used Goods Vehicles (contd.)

HUNTER VEHICLES, LTD.,

CROWN WORKS, 290 SOUTHBURY ROAD, ENFIELD.

1955 SEDDON 6-7-ton platform, good tyres, excellent condition, one owner.
1956 6-7-ton, near-side shutter, tailboard and shutter rear, plain grey, one owner, excellent conditions.

IMMEDIATE DELIVERY.

HIRE-PURCHASE TERMS ARRANGED.

HOWARD 4184.

1958 SEDDON diesel 10-tonner, 20-ft. platform, mechanical condition and tyres, offers invited for cash sale, seen Southampton. Phone, Bournemouth 64245, 907; 212

1952 SEDDON 3-ton P4 platform lorry, £250,

1949 50 SEDDON 6-ton P6 long-wheelbase flats, from £125, or terms.
HENRY EATON, LTD. 107 Palmerston St., Ancoats, Manchester. Phone, Ardwick 3146. 1956 SEDDON Mk. SL, 16-ft. 6-in. drop-side truck 4450, Cotice and Edwards, Notinghum 46674. 997-394 1955 SEDDON, £145. Phone, Ycovil 2091. 907-472

1953 SEDDON diesel truck, £195.

10, of London, Leighton Rd., London, N.W.5.

SENTINEL

SENTINEL

1954. December, SENTINEL 6-wheel platform truck good pyres and fitted sack loader, 6,325.

HAMBLINS GARAGE, The Commer People, Rectory Rd. Rushden, Northants. Phone 3211-3. 907-65.

SENTINEL 7-ton long-wheelbase platform forry, reasonable price and part-exchange arranged.

HENRY EATON, LTD., 107 Palmerston St. Ancoats, 907-311.

1950. SENTINEL 7-ton diseat, 18-ft. platform, replacement engine, not yet run in, excellent, 6335. Regent Garage.

Regent Garage. High St., Potters Bar. Phone 907-571.

N 2139, 9810.

1954 SENTINEL 6-wheel tipper, A.E.C. 775 engine, Boor gears, action 1850b. 4-see asking the second of the second

THORNYCROFT 1955 December, THORNYCROFT Sturdy Star box-tists, or terms arranged. HENRY EATON, LTD., 107 Palmerston St., Ancosts, Manchester, Phone, Ardwick 3146. 907-315

MARSTON MOTOR CO., LTD., SEVEN SISTERS ROAD, TOTTENHAM, LONDON, N.15. Phone, Stamford Hill 8000.

SOLE distributors for THORNYCROFT commercial vehicles for London and Home Counties north of WE can offer advantageous delivery of all THORNY-

FOR IMMEDIATE DELIVERY.

NEW long-wheelbase Mastiff 14-ton G.V.W. 4-wheel chassis-cab.

UNCLASSIFIED

PHOENIX MOTOR CO. (SURREY), LTD.,

SUTTON.
VAN AND TRUCK SPECIALISTS. VAN AND TRUCK SPECIALISTS.

Commer E.D.V. Austin and Bedford was, regularly available ex contract, lightly used, late models, regularly maintained, all well above-average condition, from £165.

Generous H.P. terms and exchange prices. Early delivery on all new Commer and Karrier models. Extensive specialized coschwork, service and parts departments.

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Phone, Vig 0161. P.B. Ex.

(20 min, Victoria—rail or road.) 222-674

HALE MOTORS (TOTTENHAM). LTD.,
THE HALE, N.17.

Tottenham 7771 (four lines).

1951 S-type BEDFORD long-wheelbase, double drop side, petrol engine, good tyres.
1954 BEDFORD passenger chassis with panteclinicon commence of the commence of

1959 MORRIS Cowley In-cwt. boxvan.

AUSTIN, Ford, Rootes Group.

907-421

A VAILABLE for immediate delivery. Ford Trader, 5-ton 6D, 1,550-cu.-ft. Luton va 15-cwt. boxvan and Commer 30-cwt. super car COMPREHENSIVE stock always held.

B35

CARMICHAEL'S FOR COMMERCIALS.

NEW VEHICLES FOR IMMEDIATE AND

EARLY DELIVERY.

LEYLANDS, ALBIONS, AUSTINS, COMMERS GOOD CLASS SECOND-HAND VEHICLES

IN STOCK AT SPECIAL REDUCED PRICES.

B.M.C.

1960 AUSTIN 7-ton steel body diesel tipper, forward
control.

1959 AUSTIN 7-ton long-wheelbase all-alloy dropdue diesel tipper, forward control.

AUSTIN artic diesel with coupling, forward 1958 1956 control.

4.05TIN 7-ton long-wheelbase diesel tipper.

1956 AUSTIN 7-ton long-wheelbase platform diesel

1954 MORRIS 5-ton long-wheelbase petrol platform

forward control.

COMMER.

1960 COMMER 7-ton long-wheelbase TS3 drop-side truck.
COMMER 5-ton long-wheelbase all-alloy drop-1957 COMMER 5-ton long-wheelbase all-alloy drop-side TS3 truck. 1955 COMMER 5-ton long-wheelbase drop-side P.6

1956 DODGE 7-ton normal-control diesel long-

E.R.F.

1946 E.R.F. long-wheelbase forward-control (Gardner 6) drop-side truck, 8-ton.

1959-60 FODEN 4-wheel two-stroke, excellent condi-tion (checked by works), drop-side truck. 1957 FODEN 8-wheeler Gardner-engined good truck, long-wheelbase drop-side.

1955 ALBION Chieftain long-wheelbase, all-allol drop-side forward-control 8-ton (choice of two) 1955 ALBION Reiver double drive Gardner engine forward-control long-wheelbase, all-alloy body

BEDFORD.

1956 BEDFORD (orward-control long-wheelbase diese)
1950 EZDFORD normal-control petrol three-way

FORD.

1959 Tharmes Trader long-wheelbase diesel drop-side truck, 7-ton.
1955 Tharmes 5-ton long-wheelbase diesel drop-side truck.

MAUDSLAY A.E.C.
1949 MAUDSLAY A.E.C. 7.7 engine 8-ton drop-side. 1947 MAUDSLAY A.E.C. 7.7 engine 8-ton drop-side

GUY.

1953 GUY Otter 6-ton forward-control diesel, all

ALL ABOVE COMMERCIALS ON TERMS.

CAN DRIVE VEHICLES TO TEST SAME. 907-3

DARTMOUTH GARAGE.

GOOD USED COMMERCIAL.

USTIN 5-ton drop-side truck, body length 16 ft. 6 in., VULCAN 5-ton platform truck, body length 16 ft. 6 in., fitted with Perkins Po diesel engine, well tyred and in good condition. and in good condition.

Morall prime mover, 1954, fitted with Sawyer diesel Condition and Tasker coupling.

Septions 3-4-ton, fitted with Perkins P4 engine, 7 ft. metero's height, 7 ft. width, 14 ft. 6 in, length, van.

Sinterior beight, 7 ft. width, 14 ft. 6 in. length, van, anod condition.

NORRIS 30-cwt. 301 diesel truck, flat platform with zinc-lined floor, one owner, very good condition.

32,000 miles since new.

USTIN 152 van, 1960, low mileage, one owner.

COMMER 5-ton, 1958, drop-side, fitted TS3 diesel engine, C-licence operatior, very good condition.

USTIN 15-cwt. bulk van, 1958, body size 9 ft. 10 in. by 6 ft. 2 in. by 5 ft. 8 in., double doors and tailboard, overhauled and painted, £450.

OPEN FOR SALES MONDAY TO SATURDAY 9 A.M. TO 7 P.M.

AUSTIN COMMERCIAL DISTRIBUTORS.

DARTMOUTH GARAGE. 384-386 HIGH STREET, WEST BROMWICH.
Phane Wes 2441-6.

Used Goods Vehicles (contd.)

GARLICK, BURRELL AND EDWARDS, LTD.

188 REGENT ROAD, LIVERPOOL, 20.

BEDFORD BEDFORD BEDFORD

THE FOLLOWING VEHICLES OFFERED FOR SALE ARE ALL PART EXCHANGES, AND NOT HIRE-PURCHASE REPOSSESSIONS.

MOST OF THE BEDFORDS ADVERTISED WERE ORIGINALLY SOLD NEW BY THIS COMPANY AND HAVE BEEN BOUGHT IN PART-EXCHANGE AGAINST NEW ONES.

THIS WEEK'S FIRST THREE USED VEHICLES ARE ALL BEDFORD 6-WHEELERS, AS FOLLOWS:—

1958 BEDFORD 300-cu.-in. dies-s engine. Boys 6-wheel platform truck, double floor, 9.00 x 20 14-ply tyres, painted red, and in excellent conduition, 1957 BEDFORD comer engine, long-wheelbase floor wheelers, 9.00 x 20 12-ply tyres, in excellent

condition throughout.

1958 BEDFORD 6-wheel tipper, Comet engine, single speed size, high-sided body, twin ram tipping gear, 9.00 tyres, first-class condition throughout.

AVAILABLE within the next seven days.

TRACTORS AND TRAILERS.

WE always have in stock a comprehensive range of quality used 10-ton and 8-ton Bedford, Scammell and S.A.E. tractors, together with several trailers.

TIPPERS.

1955 DODGE short-wheelbase tipper, P6 diesel engine, 5-speed gearbox, 2-speed axle, good tyre equip-

ment.

Belford O-type long-wheelbase tipper, single ram
Belford O-type long-wheelbase tipper, single ram
1955 Belford O-type single single ram
and gearbox, \$175.

TRUCKS.

1960 FORD Trader 6D 7-ton platform truck, this vehicle is literally as new, spare wheel unused, low milesge, till fitted Baico extension, and extended platform saving on new price.

1957 BEDFORD 7-ton long-wheelbase flat, fitted Leyland diesel engine, one owner, 1955 BEDFORD 7-ton long-wheelbase platform truck, diesel, excellent type equipment, chap.

1951 ALBION Chieftain 17-ft. 6-in. flat, 1953 As above.

1959 BEDFORD 7-ton 300-cu-in, diesel platform truck, standard body.

1958 BEDFORD 7-ton long-wheelbase platform truck, standard body.

1959 BEDFORD 7-ton long-wheelbase platform truck, standard body.

RD O-type with insulated meat container body.

BEDFORD 6-type with imaginate in diesel 5-ton normal-control long-wheelbase drop-side truck. £375.

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WE ALWAYS HAVE A LARGE STOCK OF VANS, CONVERSIONS AND PICK-UPS AVAILABLE AT ALL PRICES.

PART-EXCHANGES ACCEPTED, DEMONSTRATIONS

AT YOUR OWN PREMISES, DISTANCE NO OBJECT, AT ANY TIME TO SUIT YOUR OWN CONVENIENCE GARLICK, BURRELL AND EDWARDS, LTD.

188 REGENT ROAD, LIVERPOOL, 20.

Phone, Bootle 4343.

K AND F (COMMERCIALS), LTD.

MAIN DISTRIBUTORS FOR GUY HEAVY COMMERCIAL VEHICLES AND YORK TRAILER AND THIRD AXLES.

New Vehicles Available For Immediate Delivery.

DODGE Model 3207 BSZ 6-wheel tippers, dual-purpose coal or granite body.

VORK HW2 14-ton platform trailer, 26 ft, long.

1958 LEYLAND Comet forward-control tipper with 15-ft. by 7-ft. 6-in. by 4-ft. 6-in. all-alloy

coal body.

FORD Trader 6D engine tipper with steel body

and wood coal extension buards

and coal extension

choice of two.

1958 Setober DODGE 3145AY. Comet engine,
wooden coal body
speed, 15-ft. long by 4-ft. bigh
1956 DODGE 145AR6 (14-ft. 6-in-long tipper; choice
of two.

1955 BEDFORD A-type, medium-whelbase tipper.

Licences and vehicles for sale. DEALERS FOR DODGE AND MORRIS COMMERCIAL.

K AND F (COMMERCIALS), LTD.

COLESHILL HOUSE, ATHERSTONE. Phanc. Atherstone 2481-2-3

Used Goods Vehicles (contd.)

ARLINGTON MOTOR CO. LTD.

OUR REPUTATION IS YOUR GUARANTEE. SELECTION OF OUR RANGE OF USED VEHICLES SALES DEPARTMENTS OPEN UNTIL 5 P.M. SATURDAYS.

VANS.

SELECTION of used BEDFORD 10-12-cwt, and 15-cwt, vans and personnel carriers, many types.

TRUCKS.

1960 BEDFORD 4-ton 14-ft. D/D wooden, 7.50 x
1953 BEDFORD 4-ton normal control 14-ft. double
forg-side, wooden.
1958 BEDFORD 7-ton long-wheelbase platform, 300
discl. 900 x 20 tyres 4at Cardiff).
1957 BEDFORD diesel 6-ton forward-control with
1956 COMMER 4-ton Superpolae drop-side, petrol
1957 FORD Thames 4D 5-ton platform.

1955 FORD tames 4D 3-ton platform.
1955 BEDFORD diesel 7-ton forward-control with 1955 BE.F., 4LW engine, 16-ft, wooden platform, 900 x 20 tyres.
1954 BEDFORD diesel 7-ton, forward-control, 16-ft, platform 800 x 20 tyres.
1953 LEYLAND Comet platform vehicle, 17-ft. 6-in.
1953 LEYLAND Comet, 9.00 x 20 tyres, 16-ft, alloy platform, very clean,

TIPPERS.

1958 BEDFORD diesel 6-ton normal-control tipper. 1957 LEYLAND Octopus tipper. Pilot underbody (as Cardiff). (at Cardiff).

1957 ALBION Clydesdale tipper, Comet engine.
1957 10.00 x 20 tyres (at Cardiff).
1957 BEDFORD diesel 7-ton tipper, Leyland engine,
1957 5-speed gearbox, drop-side body, 8.25 x 20
1958 Charlest Cardiff).

1953 BEDFORD 8-ft. drop-side 3-cu.-yd., 6.50 x 20 tyres.

LUTONS.

1954 LEYLAND Beaver, fitted with aluminium box1953 BebFORD Glesel Stor normal-control with
1953 BebFORD Glesel Stor normal-control with
1954 MMEDIATE delivery new BEDFORD diesel 4-ton
1,200-cu.-ft. Luton body.

ARTICS.

1959 BEDFORD 10 ton tractor unit with 23-ft. 10-ton Scammell trailer.
1957 ALBION Chieftain 10-ton tractor with 23-ft. 10-ton wooden trailer.
1952 BEDFORD Tractor unit with 8-ton 20-ft.

1955-56 LEYLAND Octopus 8-wheeler platform.
1957 ATKINSON 8-wheeler, 11.3 A.E.C. engine and
1955 A.E.C. 8-wheeler, HEAVY VEHICLES.

COMPREHENSIVE RANGE OF NEW BEDFORDS ALWAYS IN STOCK.

HIGH ROAD, PONDERS END, ENFIELD, MIDDX Howard 1266.

NEWPORT ROAD, CARDIFF, Cardiff 28734. CORNARD ROAD, SUDBURY, SUFFOLK. Sudbury 2301.

ARLINGTON MOTOR CO., LTD.

BROWNHILLS MOTOR SALES. LEYLAND. SCAMMELL 1961 LEYLAND Super Comet, long wheelbase

LEYLAND Super Comet tractor with the control of the

1956

ALBION o-wheel coal tipper, double drive,
 Sometimes of two.
 FORD Trader 7-ton short-wheelbase tipper,
 BEDFORD 7-ton long-wheelbase tipper,
 BEDFORD 7-ton long-wheelbase tipper,
 BEDFORD 3-ton long-wheelbase tipper,
 BEDFORD short-wheelbase tipper.

1957 COMMER TS3 tractor unit, Scammel coupling, excellent condition, C-licence user.
1957 B.M.C. 7-ton short-wheelbase tipper, steel body.
1956 ALBION Chieftzial long-wheelbase tipper.
1957 (First registered) LEYLAND Hippo, latest-type cab, good tyres.
1951-1952 FORD short-wheelbase tippers, diesel.
1FEW 25-ft. 12- and 14-ton Scammell trailers, Scammell coupling or S.A.E. pin, ex stock, EARLY delivery of new Leyland and Alblon chassis.

BROWNHILLS MOTOR SALES.

WATLING STREET (A5), WATLING STREET VASA, BROWNHILLS, STAFFS. Brownhills 2307, 2336 and 2392, 907.74

PRICE'S (EARL SHILTON), LID.,

ATKINSON AND SEDDON DISTRIBUTORS.

TIPPERS.

NEW COMMER-YORK 6-wheeler TS3 tipper, air brakes, 9.00 x 20 tyres, 5-speed box, litted twin ram tipping and new bulk body. York 6-wheeler, 9.00 x 20 tyres, twin ram gear and new bulk body. York for tyres, twin ram gear and new bulk body. Leyland yorks, chassis awailable 7-14 days, tupping gear and body to suit your requirements. T-14 days, tupping gear and body to suit your requirements. The New York of the Yor

YORK DISTRIBUTORS FOR LEICESTERSHIRE.
RUTLAND, NORTHANTS.

TRACTORS.

NEW SEDDON heavy-duty tractor, fitted Gardner 6LX engine, air brakes, reduction axie, all extras. TEW FORD Trader 6-cytinder prime mover, Scammell coupling, Eaton 2-speed axie, rubber rear wings, this machine has been used only for demonstration purnoses, well under list.

NEW DODGE tractor, fitted Leyland 375 engine, air brakes, 2-speed axie, two weeks delivery.

NEW AUSTIN 30-cwt diesel, in primer NEW AUSTIN 12-cwt. van. in primer.

NEW AUSTIN 1-ton A55 vans, choice colours.

JEW COMMER Cob, blue, green,

NEW COMMER express delivery van, in prime

1955 SEDDON 3-ton. P4 engine, sound machine

FLATS AND PLATFORMS.

IEW COMMER TS3.7-(on long-wheelbase chassis and cab, air brakes, 9.00 x 20 tyres, 5-speed box. IEW FORD Trader 75, 108-160 wheelbase, 9.00 x 20 tyres, with or without 2-speed axle, chassis and cab, bodies built to suit.

TEW DODGE long-wheelbase chassis and cab, most models in stock or early delivery. Tyres, with or without 2-speed axle, chassis and cab, bodies built to suit.

NEW DODGE long-wheelbase chassis and cab, most modes in stock or early delivery.

1955 E.R.F. 20-ft, drop-side 4-wheeler, 4LW engine, 25-5 FORD 4D extra long wheelbase double-drop-side 2041; body, £295 on. 2015

ATKINSON 8-wheeler, 6LW engine, 24-ft, drop-side body, £1,750.

TRAILERS.

NEW 26-ft. York with Scammell hitch, 9.00 x 20 tyres, spare wheel, headboard, used for demonstration only, would part-exchange for 20-ft. Scammell hitch on 9.00 x 20 OW-LOADER 10-ton Scammell knock-out axle, very sound, 1495.

DEALERS FOR AUSTIN, DODGE, FORD, COMMER, KARRIER, LAND ROVER.

PRICE'S (EARL SHILTON). LTD...
NEW STREET,
EARL SHILTON,
LEICESTER.

HIGHFIELDS GARAGE.

BAKER ROAD, NEWTHORPE, NOTTINGHAM

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Prone 60336.

1957 A.E.C. Maejstic, 9.6 engine, air brakes. chassis-cab only.

1957 Thames Trader, 6D engine, 17-ft. 6-in. platform body.

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1954 21-ft. alloy platform body.

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22-ft. alloy platform body.

23-ft. alloy platform body.

24-ft. alloy platform body.

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26-ft. alloy platform bo

1958 SEDDON, 4LW engine, 2-speed axle, 18-ft. body.

ALBION Chieftain, 4-cylinder Albion engine, 6-speed gearbox, 18-ft. platform body, choice

of two.

1959 FODEN 6-wheeler, 2-stroke engine, air brakes,
1959 ALBION Clydesdale tractor unit, Leyland 375,
1959 Guy light 8-wheeler, 7.75 engine, 2-speed axie,
1960 B.M.C. tractor unit, 6-cylinder diesel engine,
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1958 (com body, (R.M.C.) 7-ton, 6-cylinder diesel opinion 2-speed axle, 17-ft. platform body, 1955 24-ft. platform body on the company of the

1939 Sepeed gestion, 24-ft, alloy underframe platform body, BEDFORD S-type tractor unit, Leyland engine, fifth-wheel coupling.
1957 REDFORD S-type tractor unit with Carrimore semi-trailer.
1958 ALBION Chieftain tractor unit with Carrimore semi-trailer.
1958 R.B. C. T-ton tipper, power steering, 1960 2-speed aske, 11-ft, 6-in, steel tipping body, immaculate, licensed, choice of six.
1953 E.R.F. 6-wheeler, 6LW, double-drive tanker.
1954 R.F. G. Recury Mark II. 7.75 engine, 21-ft, platform body.
1955 E.R.F. 6-wheeler, 6LW engine, double drive, 1957 fitted with steel tank.
1959 DOIGE 6-wheeler, Leyland engine, Boys third axie, 22-ft, 6-in, drop-sided body.

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LTD. New 10-ton COMMER TS3 S.A.E. tractor

1956 ATKINSON 8-wheeler, 6LW, 24-ft, alloy body, 1956 nice condition; choice of two. 1955 FODEN tym-steer platform, 5LW Gardner 1955 platform body, ex C-licence owner, clean wehicle.

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71/2-TON BEDFORD tippers, 350 diesel. 15-CWT. BEDFORD short-wheelbase and long-wheelbase

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No. LAND ROVER, petrol and diesel.

On. LAND ROVER, petrol and diesel.

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1955 LAND ROVER, short wheelbase, petrol.
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May 5, 1961-THE COMMERCIAL MOTOR 147

LEYLAND. ALBION. SCAMMELL

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1955 LEYLAND Comet Model ECO2/1R, 14-ft. 3-in.
1955 BEDFORD 5-ton tipper, 13-ft. 6-in. timber
1954 BLDFORD 7-ton tipper, petrol. U-shaped sicel

body. DODGE 7-ton, R6, 14-ft. by 4-ft. timber fixed

1958 DODGE R6 with Boys third axle, 15-ft, 6-in, 1958 COMMER TS3 7-ton 13-ft, by 3-ft, timber drop-side.

1955 COMMER Q4, P6, 10-ft. timber drop-side.

1955 ALBION Chieftain 13-ft. timber fixed sides.

1958 FORD Trader heavy-duty 5-ton, 6D eneme, 1958 12-ft, steel fixed sides.
1957 COMMER 7-ton TS3, 12-ft, by 3-ft, timber

1957 disposition.

1951 sides.

1959 sides.

1959 Boys thrid axie, 15-ft. by 4-ft. timber, fixed 1959 Boys thrid axie, 15-ft. 6-in. by 4-ft. sided ixed sides, with 1-ft. limber extension.

1958 COMMER 7-for plus Boys third axie, 18-ft. by 4-ft. limber fixed sides.

PLATFORM.

1957 COMMER 183, 19-8, timber drop-side

1956 BEDFORD 7-ton R6, 16-ft. timber flat.

1956 BEDFORD normal-control 16-It. 6-in, timber 1955 DODGE 6-ton, P6, 16-It. timber drop-side.

956 DODGE 6-ton. P6, 17-ft. timber flat

958 ALBION Chiefrain, 17-ft. 6-in. by Iff. 9-in. 952 E.R.F. 6-wheeler, 24-ft. Limber drop-side.

951 FORD Sussex, P6, 18-ft. 6-in. timber drop-side

956 ALBION Reiver 22-ft, timber flat.

1953 THORNYCROFT, 18-ft. timber double-drop-side.
1958 BEDFORD forward-control 7-ton G.M.C.
1958 COMMER 7-ton TS3, 16-ft. 6-in. timber drop-side.

1954 DODGE 5-ton P6, 16-ft. 6-in. timber fat. 1957 BEDFORD 6-ton 16-ft. timber drop-side.

954 FORD Thames 3-ton 4D 14-ft. 6-in, timber 957 A.E.C. Mercury with third axle, 21-ft. 3-in. by 1-ft. 9-in, timber drop-side. 960 FORD Thames 4D, 16-ft. 6-in, timber drop-957 948

958 BEDFORD 7-ton, G.M.C. engine, 16-ft, timber drop-958 Ball. N 5-ton 14-ft, 3-in, timber flat.

LEYLAND forward-control medium-wheelbuse 16-ft. alloy flat. 16-ft. alloy flat. 16-ft. 6-in. Model CHAL 16-ft. 6-in. 16-ft. 6-in. Imber flat. 1953 alloy-framed timber nat.
1953 LEVLAND Model ECOZ/IR 16-ft. 6-in. timber
1956 COMMER 7-ton TSJ 16-ft. timber drop-side.
1955 ALBION Chieftain 18-ft. alloy flat.

1954 BEDFORD 7-ton petrol 15-ft. by 2-ft. timber

TRACTOR UNITS.

1958 LEYLAND Comet Model ECOS2/8R, Scammell tractor unit.

1958 B.M.C. Scammell tractor unit.

1957 BEDFORD tractor unit, Meadows engine, with 2-44 Scammell trailer.

1958 FORD Tractor 1, 7-10n, 22-ft Carrimore mondetachable trailer.

VANS.

1955 BEDFORD 7-ton. 16-ft. 6-in. by 7-ft. 6-in. 1954 FORD 2-3-ton van.

TRAILERS.

NEW 12-ton 25-ft. Scammell automatic-coupling semi trailers available as chassis only, platform or drop side, 9.00 x 20 (14-ply) tyres, immediate delivery.

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1,700 CU.-FT. 1958 Trader diesel Luton van separate cab. first-class body, one C-licence 1.350 CU.-FT. 1957 B.M.C. diesel 5-ton Luton van 1.250 °CU-FT. 1959 FORD 4D diesel Luton van. separate cab. 25,000 miles only, a very clean vehicle indeed, 2750.

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1960 BEDFORD J-type 7-ton normal-control medium-wheelbase tipper, 13,000 miles only, indistinguishable from new, 8975.
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A.E.C. R-wheeled chassis and cab, 7.7 engine, e225.
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1960 Tasker coupling, 41,175.
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2-speed axle, 300 diesel engine, choice of four. 1959 BEDFORD J-type 6-cu.-yd. steel-bodied tipper 2-speed axle, 300 diesel engine, choice of four 1958, November, COMMER TS3, long-wheelbase flat 1957, 8EDFORD D-type, 360 engine, 6-ton short-wheelbase tipper, complete new wooden body

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ATKINSON 4-wheel double-ram tipper, 5LW engine, 10-cu.-yd. alloy body, 9.00 x 20 tyres. Very good condition, choice of two, 21,050.

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676 For engine, £1.52

676 B.M.C. 7-ton flat 5.1-litre diesel engine, £375 1950
MORRIS B.M.C. 3-ton, 21-ft. platform truck.
1952
Guy Otter, 17-ft, 6-in, tlat, 4LK engine, 2-speed
agte, £195
1951
ALBION Chieftain short-wheelbase, drop-sided
steel-budied tipper, very clean, £275,
BEDFORD 26-seater bus, satisable to conversion
for travelling shop, £75.

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1958 COMMER TS3 standard tipper, repainted

1958 COMMER 12-ton tractor.
1957 COMMER 12-ton tractor.
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1957 COMMER Unipower drop-sider.
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LEYLAND Comet CS3/2R-hub reduction chassis-cab, new ex works.

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1957 AUSTIN 15-cwt. Omnivans. C licence. £235 each.

1954 winch. £185.

1953 Model SEDDON, Perkins P4. platform. with winch. £185.

1953 BEDFORD A-type Scammell units, choice of three, £200.

1958 BEDFORD CAV van. one owner, C licence.

1956 MORRIS B.M.C. unit and trailer, one owner. C licence. condition, £500.

1954 AUSTIN 5-ton trucks, alloy bodies, P6, choice of three, £250 each.

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1950 FODEN 6-wheeler, 6LW, double-drive, £600,
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W MORRIS (B.M.C. 5.1-litre) prime mover tractor, fitted Scammell automatic coupling, ex stock, its W MORRIS FG-type 4-ton (pertol) long-wheelbase chissis-cab, ex stock.

W MORRIS 1D1 pertol 20-cwt. vans

PART-EXCHANGES. DEFERRED TERMS.

A UTOMOTIVE SERVICES, LTD., MORRIS COM-MERCIAL dealers, sales, service and spare parts. 50a Overdale Rd., Ealing W.S. Phone, Ealing 3652-3

New Goods Vehicles (contd.)

THE CRAWLEY DOWN GARAGE. LTD., Snow Hill.
Refall. dealers in MORRIS-COMMERCIAL, have
In stock:—
IMMEDIATE delivery, MORRIS 5-ton chassis-cab, long
wheelbase diesel;
Wheelbase

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PRIMROSE Third axles for your SEDDON. See your agent or write. Primrose Group Sales, Clitheroe Rd. Whalley, Lancs. Phone, Whalley 3315-6-7. zzz-807

HALLS (FINCHLEY), LTD.,

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SEDDON diesel vehicles Full range new freighters, tippers, tractors, with Perkins or Leyland engines for payloads 1-12 tons. Gardner and Cummins powered rigid and articulated and multi-wheelers up to maximum legal gross vehicle weights. Hire-purchase, part-exchange.

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COTTEE AND EDWARDS (1939), LTD., Castle Boulevard, Nottingham. Phone 46674. Distributors for Nottinghamshire. Full range of spares available. Service and sales.

HILLS DIESELS. LTD.. ONE ONLY

SEDDON 7-TON

14-FT 5-IN WHEELBASE, WITH 20-FT FLAT. 9.00 X 20 TYRES.

FAVOURABLE DELIVERY DATES FOR MOST MODELS.

HILLS DIESELS, LTD.,

MAIN DISTRIBUTORS FOR THE NORTH WEST AND NORTH WALES.

PORT STREET, MANCHESTER, I. 1341. Grams, Hillscars, Manch

May 5, 1961 THE COMMERCIAL MOTOR 159

New Goods Vehicles (contd.)

MMEDIATE delivery: new SEDDON heavy-duty ! tractor chassis-cab with S.A.E. fifth-wheel, 6LX Gard-speed gearbox, double reduction axle, air pressure bra .00 x 20 14-ply tyres.

EARLY delivery, new SEDDON 6-wheeler, trailing axie. Leyland 350 engine, suitable for 24-ft, body, 9.00 x 20 12-ply tyres

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NEW STANDARD 6-cwt. van, passenger seat and heater, immediate delivery, £429 10s, 10d, Newbery Cars, Ltd., Muswell Hill, N.10. Tudor 3394. 907-489

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NEW TROJAN 20-cwt. and 25-cwt. vans. personnel wagon and rural bus; full range of spares and first-class service from:—

WILLIAMS MOTOR CO. (MANCHUSTER), LTD Trafford St., Manchester, 3. Phone, Deansgat 8781-5 for all information.

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NEW TROJAN diesel 20-cwt. and 25-cwt. vans, trucks, personnel and rural bus. Main dealers and part stockists. Call, phone or write. STANDARD ENGINEERS (GRIMSBY), LTD. Welholme Rd., Grimsby. Phone 55031-2. 908-9756

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EUROPEAN CARS, LTD., distributors for London Western districts. Early delivery van, pick-up, Micro-bus. Kombi and ambulance. 129-131 Brompton Rd. S.W.7. Fremanile 7722.

FOR your VOLKSWAGEN—see the VW Centre at Ripley, distributors for all Volkswagen vehicles. The first in the UK, to specialize exclusively in the sales and service of Volkswagens. A full range of spare parts always available. Colborne Garage, Ltd. "The Volkswagen Centre," Ripley, Surrey, Phone. Ripley 2361.

BERKS, Oxon. For the first time, early deliveries of vans, pick-ups. Full service, spares facilities. Royal Berks Motor Co., Thorn St., Reading 51326. zzz-621

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USED PASSENGER VEHICLES

A.E.C. 33-37-seater full front and Gurney of Scheen, bodies by Eastern Coachwork and Gurney of Scheen, bodies by Eastern Coachwork excellent condition, certificate of fitness, £400 and £500. Frating Wo ks, Frating, Essex.

L'ANSDOWNE,

LIVINGSTONE ROAD. STRATFORD, LONDON, E.15. Leytonsione 4355 and 2834,

1948-49 A.E.C. Mk III double-decker buses, not ex L.T.E. certificate of fitness, E275 each.

NUMEROUS selection of double-decker buses, full-front luxury coaches and commercial vehicles in stock at exceptionally now prices. Write now for our surplus vehicle in the price of the

BEDFORD

EMPRESS GARAGES AND COACHES. Disposing of the following.

1955 BEDFORD Duple 36-scater, certificate of fitness
1964, one operator from new, £1,700. 282 King
1907-121
1907-121

1952-3 BEDFORD Vega 33-seater full-luxury couches owned by large company not used P.S.V. low milease seats and tyres as new, excellent condition throughout choice of two, 8-ft, and 7-ft, 6-in, models, bargain £806 and £900. Lansdowne. Phone, Lep 4355. 907-114

1951 BEDFORD Duple 33-scater coach, a really clean vehicle, certificate of fitness 1962, 4836 BEDFORD Duple 37-scaler coach, first-class condition, certificate of fitness 1964, £1,350 Lawson Pigott, Motors, Ltd., 320-322 King St., Hammersunth, W.O. Riverside 4111 or Barnet 1060. 907-32

1951 BEDFORD Vega, completely rebuilt 1958, new chassis, latest brakes, etc., certified 1963, 33 scats Duple body, nice condition, two heaters, radio, courier seat, private work only, £950 on o R. Wetton and Son. Chesterified 2966.

Used Passenger Vehicles (contd.)

PEDFORDS. One 10-scater BEDFORD Dormobile, Kenex conversion, reconditioned enginen, enew tyres all round including sograe wheel, in super mechanical and body condition, price £350 or nearest offer. Aston. 3 Manton Crevent, Manton, Worksop, Notts. 907-202

1960, July, BEDFORD Duple Super Vega. 41-seater petrol, ivory and maroon, as new, £200 extras, red interior, £3,500. H.P. arranged. Swansdown Coaches, Inkpen. Newbury, Berks. Phone, Inkpen. 234. 907-215

V. COLEMAN.

166 MAIN ROAD SUNDRIDGE, KENT. Brasted 291.

1959. May. BEDFORD 41-scater Super Vega, one owner-driver, certificate of fitness 1966.

1956-53. BEDFORD 36-38-scater Super Vegas, choice of six, current certificates of fitness.

ENSIBLE prices asked and sensible prices given in 907-269.

1947 BEDFORD Duple Vesta 29-seater luxury coach, 6250. Wilde and Bennett, Ltd., Hadfield, Manchester, Phone. Glossop 2902-3, after hours, 2356. 907-460

A. SPRINGALL, LTD.
7-FT, 6-IN, 1959 BEDFORD Duple with 300 diesel regions, excellent condition, finished red and ivory, choice of two from £2.850, H.P. arranged. A. Springall, Ltd., Plumstead Common, S.E.18. Woolwich 5313, 907-364

BEDFORD Duple Super Vega 41-seater, petrol, red interior, maroon and lilac exterior, as new, certificate of fitness expires 1966, heater, radio, 21,000 miles only, one owner, £2,850.

VINCENT GREENHOUS (HEREPORD), LTD, Lyde Motor Works, Hereford, Phone, Hereford 2347 (flour), 100,000.

COMMER

COMMER Duple, 1956, 37-seater, cream and maroon, used mainly for extended tours. 61,950 o.n.o. Worthington Motor Tours, 65 Hurst 5t., Birmingham, Mid 4906.

Used Passenger Vehicles (contd.)

1950 COMMER Avenger 33-seater, certificate of 1950 fitness May, 1963.
THESE fitness December 1963 our requirements and are being siftered for sale at a very reasonable figure.
EVERYMAN'S GARAGE, Maudin, Chichester 1574.

COMMER Avenuer coach, 1950, Albion engine, certifi-cate of filmes two years. CENTRAL GARAGE, Barnsley Rd., South Elmsali, near Pontefract. Phone, South Elmsali 276-7-89, 907-182

1951 -52 COMMER 3.5-seater with Planton and Strachan bodies, good certificates, from £359, H.P. arranged. A. Sprinsall, Ltd., Plumstead Common, S.E.18. Woolwich 5513.

DAIMLER
1947 DAIMLER Duple 31-seafer coach, ideal for public works contractors.
MORRIS BROS., St. Thomas, Swansea. Phone 5010ii.

FODEN

1953 FODEN 41-seater, 6LW, certificate of filness
1964, 6950, or exchange Mini-coach or Sheerline limoustine. Arterial Motors. Derby 44593,
907-x3604

FORD THAMES

1960 Thames Trader luxury coach, 41 seats, quarter lights. H.F. arranged. Phone, 5te 1382. Stepney Minibus. Ltd., 364 Commercial Rd. E.1.

1 SEATER P.S.V. FORD, April, 1960, certificate of fitness 1967, showroom condition, exterior primrose and turquoise, £695, Swinards, Ashford, Kent, 1061 Evenings 497.

1959 12-scater Worksbus, excellent condition, one owner, £475. Wat 6162. 907-433

A SPRINGALL LTD.
7 FT 6-IN 1960 44-seater THAMES Duple superior condition, red and very, showe of six from £3.100 Ht.P. arranged: A. Springall, Ltd., Plumstead Common S E.18. Woolwich 531.8. Grand Plumstead Common 90:364

Used Passenger Vehicles (contd.)

OFFERS required for almost new THAMES Duple 41-seafer, Michellin tyres, Eaton 2-speed axle. Box CM0710, care of "The Commercial Motor." 907-328 DRD Thames, 1960, Burlingham 41-seater, mileage 23,000, coach as new, must dispose by June, £3,500.
CM075, care of "The Commercial Motor," 2006

LEYLAND

EYLAND PSI 35-scater service buses, Roe bodies
exceptionally clean, certificates of fitness 1964, 6286

EYLAND PD2 53-scater, Brush low-bridge bodies, 8-ft
wide chassis, certificate of fitness. Terms, exchanges
IORTHS. Ponterract Rd., Stourton, Leeds, 10. Phone.
Rothwell 3157.

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THE LIGHT COACH SPECIALISTS. DISTRIBUTORS OF THE FAMOUS TROJAN

14-SEATER COACH, £1,475 EX WORKS. 13-SEATER RURAL BUS, £1,175 EX WORKS. BOTH POWERED BY PERKINS P3 ENGINE GIVING UP TO 40-45 M.P.G.

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STANLEY HUGHES AND CO., LTD.,

LODGE GARAGE, GOMERSAL. Near Leeds.

FOR SPECIAL BARGAINS SEE PAGE 137.

PHONE, BRADFORD 681144-9.

DON EVERALL (COMMERCIAL VEHICLES). LTD.

34 CLEVELAND ROAD, WOLVERHAMPTON.

PASSENGER TRANSPORT SPECIALISTS.

W BEDFORD SB1 diesel 41-seater Duple or Burling-

New COMMER Avenger 41-scater Duple Condy,
ALL available with early delivery and finished to your instruction.

1960 FORD Trader diesel 41-scater Burlingham coach, 3,400,
1959 COMMER Avenger 41-scater Duple coach, Michelm X tyres, air brakes, heaters, painted to your instructions, etc., £3,400,
1959 BELFORD periol 41-scater Duple coach, blue and cream exterior immaculate condition,

and cram exterior immaculate condition.

1956 BEDFORD petrol 41-seater Burlingham coach, heaters, etc., certified 1966, £2.100.

1956-57-88. COMMER Avenger 41-seater. Duple leader seaters, etc., certified 1965, £2.100.

1958 Beadle coaches, ex our own fleet, choice of 10.

1959 Feertified 1965, very clean, £1.900.

1954 GUV Arab lightweight, 6HLW Gardner underfloor diesel engine, fitted 41-seater Burlingham coach, and cream coach and cream co

50

DIESEL 33-SEATER HALF-CAB AND 29-SEATER PETROL COACHES AT £150-£500, OR AVAILABLE

FOR HIRE

FOR SHORT OR LONG PERIODS PHONE, WOLVERHAMPTON 23212. NIGHTS AND WEEK-ENDS, 3234-7 and 22293.

DON EVERALL (COMMERCIAL VEHICLES)

Used Passenger Vehicles (contd.)

F.C.S., LTD. F.C.S., LTD. OPENING OF LONDON DEPOT.

1 STRAWBERRY VALE, TWICKENHAM. MIDDLESEX. Phone, Popesgrove 0773

WHERE MARKED "L" SPECIAL VEHICLES FROM STOCK AVAILABLE FOR IMMEDIATE INSPECTION AT LONDON AND DUNCHURCH DEPOTS.

1952 LEYLAND Beadles, first registered June, 15 with Beadle all-metal 35-seater Continental 1 front, full juxury bodies, special high-backed luxury sing, etc., in immaculate mechanical and body condition of fitness 1952, choice of six, price 1950, 1952-51 A.E.C. and Leyland Beadles first register and an analysis of the continent of the seatest seat 1913-1914 (Continental bodies, front entrance, sliding door, centre roof lights Continental hoteles, front entrance, sliding door, centre roof lights Continental interior racking, strip light-ing, fitted A.E.C. 77, diesel engines, certificate of fitness 1962-61 (just being re-certified), choice of six, price 1950. L. 1962-61 (just being re-certified), choice of six, price 1950. In 1962-61 (just being re-certified), choice of six, price 1950. In 1962-61 (just being re-certified), choice of six, price 1950. In 1962-61 (just being re-certified), discontinuation of fitness 1962-61, choice of elght, price 1960-1950. In 1962-61 (just fitted Perkins Po dissel until light system ancient and just fitted Perkins Po dissel until fitness 1963, price 1960, price 19

LOS DENNIS 32-seater Strachan bodied service saloon, fitted late-series low-mileage Dennis Mark III 6-cylinder diesel units, 5-speed boxes, in first-mass service services of the service services of the serv

SUPER DOUBLE DECKERS.

1940-50 A.E.C. Mark III 56-scater high-bridge double deckers, fitted Park Royal and Metcam thinwall all-metal bodies, fitted very low-mileage late-scries (under 15,000 miles) 9.6 A.E.C. diesel units, crash boxs. re-moquetted last year, in immaculate mechanical and body condition, certificate of fitness 1965-64, choice of 20, price £850.

diesel englines, certificate of fitness 1903-02, charge double price 28 LEYLAND PDI 52-54-seater low-bridge double 1948 LEYLAND PDI 52-54-seater low-bridge double care of the price 28 LEYLAND PDI 52-54-seater low-bridge double fitted late-series low-mileage Leyland PDI 7-4 6-cylinder, cold start, diesel units, in good mechanical and body condition, complete and ready for immediate service, choice of six, price 4540-610, folice of the price 25-ceater high-bridge Metchan and 1949-46 BRISTOLS 56-seater high-bridge

7.7 diesel units, certificate of fitness 1202-011.
1948 A.E.C. Mark III 53-seater low-bridge double seater for the fitness of the fitness in supermechanical and body condition, but re-monasted, certificate of timess 1962, choice of six, price £850.

mechanical and body condition, just re-moquetted, certificate of fitness 1962, choice of six, price £850.

SINGLE DECKERS.

SINGLE DECKERS.

SINGLE DECKERS.

1952-50-48 A.E.C. Mark IIIs with 32-33-37-scatter all-metal full-front and half-cab coach bodies by Harrington, Burlingham, Duple and Plaxton, fitted latescries low-mileage 9.6 A.E.C. diesel enaines. Ministry of Transport certificates of fitness 1964-63-62, these vehicles have been used on seasonal use only, in immediate mechanical super luxury coach (seasonal use only), front entrance, sliding door, large Continental rear huggage boot, ferry back, twin surshine roofs, continental super luxury coach (seasonal use only), front entrance, sliding door, large Continental rear huggage boot, ferry back, twin surshine roofs, for the sliding door, large Continental rear huggage boot, ferry back, twin surshine roofs, 15,000), in super mechanical engine (total mileage under 15,000), in super mechanical recently been examined and further 4-5 year ticket can be obtained immediately for intending purchaser, price £870, salones will be super the sliding purchaser, price £870, solones, Willows, fitted A.E.C. 7,7 deset engines, certificates of fitness 1963-62-61, choice of 10, price £425-£275.

1950 BRISTOL Eastern Coachwork and Harrington, coaches, some Formica lined throughout (seasonal use engines, critificates of fitness 1963-64, choice of six, price £750-£650), in immaculate mechanical and body condition, certificates of fitness 1963-64, choice of six, price £750-£650.

P48 LEVLAND PSIs with 35-seater Willowbrook and acating, fitted late-scries PSI 7-4 diesel engines, certificates of fitness 1962-61, choice of six, price £350-£255.

GENEROUS PART-EXCHANGE ALLOWANCE, FERFE SPABES

GENEROUS PART-EXCHANGE ALLOWANCE. FREE SPARES.
OPEN SEVEN DAYS A WEEK

SPECIAL H.P. FACILITIES.

se are only a few of well over 200 passenger vehicles most well-known makes and seating capacities, which available for immediate inspection and test. Write for stock lists.

ALL MACHINES CARRY OUR THREE MONTHS'
GUARANTEE.

F.C.S., LTD. F.C.S., L^{1D.} F.C.S. WORKS.

LONDON ROAD, DUNCHURCH. NEAR RUGBY. Phone, Dunchurch 262 and 265.

DEPOT AT BEGINNING OF MI BIRMINGHAM SPUR. 907

Used Passenger Vehicles (contd.)

BARNARD AND BARNARD, LTD.

310-326 SYDENHAM ROAD, LONDON, S.E.26.

OFFER IMMEDIATE DELIVERY OF THE FOLLOWING:

NEW 1961 FORD THAMES DIESEL COACHES

PLAXTON Embassy 41-seater, fitted Perspex quarters, formica side panels, heaters, radio and public address, interior red moquette, exterior red and cream.

PLAXTON Embassy 41-seater, fitted Perspex quarters, 2-ton Formica side panels, heater, radio, cic., interior red patterned moquette, exterior cream.

PLAXTON Embassy 41-seater, fitted heaters, radio, etc., interior red and fawn moquette, finished in cream primer.

DUPLE Yeoman 41-seater, fitted Perspex quarters. Formica side panels in walnut, heaters, radio and public address, interior red moquette, exterior cream and

red. UPLE Yeoman 41-seater, fitted walnut Formica side panels, heaters, radio and public address, interior red modulette, euterior ivory, or public yeoman 41-seater, Perspex quarters, walnut Formica side panels, heaters, radio and microphone, interior grey and red patterned moquette, exterior.

Depute Yeoman 41-seater coaches, with extras and colours to your choice, 3-4 weeks defivery.

BEDFORD deseed 41-seater full lixury Harring-ton Crusader, fitted with radio and heaters and many other extras, small mileage, as new, certificate of

fitness 1967.

1959 BEDFORD diesel, 41-seater full huxury Duple other extras, certificate of fitness 1964.

1956 BEDFORD 44-seater full luxury Plaxton body, fitted with Perspex quarters. Formica side paties, before the department of the property of the p

thoice of two.

BEDFORD Super Vega 4-scater full luxury

Duple body with Perspex quarters. Formica

side panels, heaters, public address system, interior law

and red moquette, in good, clean condition throughout,

lust beer reportified.

1955 BEDFORD Super Vega 38-scaler full luxury Duple body, fitted with lift-up roof light, heater and many other extras, in good, clean condition through-

and many other extras, in good, clean condition through-out, certificate of fitner; 1966. 1955 COMMER TS3, 39-scater full luxury Plaxton Ventura body, fitted with heater, lift-up roof vents, in good clean condition throughout, certificate of

fitness 1964.

A.E.C. 9.6 engine, full-front 39-seater full-ligant in good clean condition throughout, one owner since new, certificate of fitness 1962.

BLEFORD Surer Vers 37-seater full-luxury moquette, good clean condition throughout, entiticate of fitness 1964.

filmes 1962.

1952 ALBION 4-cylinder diesel engine, full-front 311952 seater, full-fuxury Duple bodies, heater, formica side panels, good 15res, one owner since new, certificate of fitness 1962, choice of two.

1951 full-fuxury Duple body, fitted beater, Formica side, pond-clean condition throughout, certificate panels, good clean condition throughout, certificate

side panels, sood clean condition throughout, certificate of filmess 1961; choice of two.

1951 in hody, fitted heater and many other extractions in the condition throughout, certificate of filmess 1961.

1950 BEDFORD vistas 29-seater full luxury Duple, and red, certificate of filmess 1961.

1950 BEDFORD vistas 29-seater full luxury Duple, and red, certificate of filmess 1961.

SEVERAL coaches, suitable for workmen and mobile shops at very reasonable prices.

WHY not call at our premises and inspect the filmest 1961, and the country, or the country of the

PART-EXCHANGES. HIRL-PURCHASE.

YOUR FORD DEALERS. PHONE. SYDENHAM 2224-5-6.

310-326 SYDENHAM ROAD, LONDON, S.E.26. AFTER HOURS, BIGGIN HILL 2330 907-268

LANCASHIRE MOTOR TRADERS, LTD.

OLYMPIA GARAGE, LIVERPOOL STREET, SALFORD, S. Phone, Pendleton 5201.

EVENINGS, OLDHAM MAIN 2461. SECOND-HAND COACHES.

1961 UND-OF-SEASON SALE.

SPECIAL BARGAINS.

1958 BEDFORD 41-scater Duple Super Vega, blue beaters, certificate of fitness 1965; choice of three, £2,409.

1958 BEDFORD (petrol) 41-scater Duple Super Vega, ted interior, grey and maroon exterior, radio, microphone, heaters, certificate of fitness May, 1965, 3 min.

45-400.

1955 groy-blue exterior, heaters, Eaton 2-speed certificate of fitness February, 1965, e. Lish, proceed certificates of fitness February, 1965, e. Lish, proceed certificates of the season for the season for

Mk. Il engine fitted 9,000 miles ago, commended to the interior. 1950 Cream exterior, heaters, certificate of fitness to the processor of two, £450.

1946 fited 1950, red interior, brown exterior, fitted fitted 1950, red interior, brown exterior, fitted control fitted 1950, red interior, brown exterior, fitted 1950, red interior, brown exterior, fitted 1950, red interior brown exterior, fitted 1950, red interior brown exterior fitted 1950, red interior fitted 195

COMMERCIAL VEHICLE SPECIALISTS.

HEAD OFFICE: HIGH ROAD, PONDERS END, ENFIELD, MIDDX. Howard 1266.

NEW 1961 MODEL COACHES.

IMMEDIATE DELIVERY FROM STOCK.

BEDFORD SB3, petrol engine, Duple 41-scater Super Vega, glass roof quarters, heaters, radio and many other extras, finished pink-grey, Earls Court Show model

Depron SB1, 300 cu. in. oil engine. Duple 41-seater Super Letter Crusader C

NEW COACHES UNDER CONSTRUCTION AVAILABLE FOR WHITSUN.

BEDFORD SBI, 300 cu. in oil engine, 5-speed gearbox or 2-speed axle fitted, mounted with Duple, Plaxton, Harrington or Burlingham 41-seater coachwork, finished to instructions.

NEW COACHES SUPPLIED ON ALL MAKES OF PASSENGER VEHICLES.

25-2" VAUXHALL BRIDGE ROAD, LONDON, S.W.I. VICTORIA 6033,

NEW COACHES FOR IMMEDIATE DELIVERY,

A.E.C. Reliance, air brakes, Duple Britannia, frontentrance 41-seater, glass roof quarters,
walnut plastic panels, choice of two.

A.E.C. Reliance, air brakes, Harrington Cavalier
front entrance, quarter lights,
formica ponels, heaters, red moquette, in primer.

A.E.C. selfance, air brakes, Plaston Embassy
alentance, glass roof quarters, heaters, Formica panels, nushed grey.

NEW COACHES UNDER CONSTRUCTION FOR WHITSUN.

L EYLAND Leopard chassis, fitted with Duple Britannia front-entrance 41-seater, glass roof quarters, heaters, walnut panels, extras to choice, moquette and exterior colours to order, two only.

USED COACHES.

IMMEDIATE DELIVERY EX STOCK SUBJECT TO BEING UNSOLD.

BEDFORD.

BEING UNSOLD.

BEDFORD.

1959

Petrol 41-seaters Duple, glass roof quarters, silver-bine, certificate of fitness 1966, XDG211.

1958

Petrol 41-seater Duple, radio, heaters, red-cream, certificate of fitness 1965, 64/BeV.

1958

Petrol 41-seater Duple, radio, heaters, red-cream, certificate of fitness 1965, 64/BeV.

1958

Petrol 41-seater Duple, radio, heaters, red-cream, certificate of fitness 1965, MHST9.

Petrol 41-seater Duple, radio, heaters, red-cream, certificate of fitness 1965, MHST9.

Petrol 41-seater Duple, radio, heaters, red-cream, certificate of fitness 1965, MHST9.

Petrol 41-seater Duple, radio, heaters, red-cream, certificate of fitness 1964, MTSP9.

Petrol 41-seater Duple, radio, heaters, red-cream, certificate of fitness 1964, MTSP9.

Petrol 41-seater Duple, radio, heaters, blue, certificate of fitness 1964, UCD32.

Petrol 41-seater Burlingham, heaters, cream-red, certificate of fitness 1966, OVES96.

Petrol 41-seater Duple, radio, cream-red, certificate of fitness 1966, OVES96.

Petrol 41-seater Burlingham, radio, heaters, and continued of fitness 1964, TEM.

Petrol 41-seater Burlingham, radio, heaters, tream-blue, certificate of fitness 1965, OVES96.

Petrol 43-seater Burlingham, radio, heaters, deate of fitness 1964, PEMS13, petrol 45-seater Player, heaters, dual blue, certificate of fitness 1964, FeMS13, petrol 45-seater Duple, heaters, dual blue, certificate of fitness 1964, FEMS13, Diesel 36-seater Duple, heaters, cream-red, certificate of fitness 1964, SAR17.

Petrol 43-seater Duple, heaters, dual blue, certificate of fitness 1964, SAR17.

Petrol 43-seater Duple, heaters, dual blue, certificate of fitness 1964, NNC861, Certificate of fitness 1964, Certificate

(Continued in next column)

Used Passenger Vehicles (contd.)

Used Passenger Vehicles (contd.)

1952
Petrol 33-seater Duple, Breen-cream, certificate of fitness 1961, OK1943, 1952
Petrol 33-seater Thurgood, maroon-cream-certificate of fitness 1962. MXL209, 1952
Petrol 33-seater Thurgood, maroon-cream-certificate of fitness 1962. MXL209, 1952
Petrol 33-seater Gurney-Nutting, red-cream-certificate of fitness 1961, LT0833
Petrol 33-seater Duple, cream, certificate of fitness 1962, MXL502.
Petrol 35-seater Duple, cream-type petrol 35-seater Gurney-Nutting, brown-ivory, certificate of fitness 1963, MYL503.
Petrol 33-seater Gurney-Nutting, grey-red, certificate of fitness 1964, PU254.
Petrol 33-seater Gurney-Nutting, grey-red, certificate of fitness 1964, HB134.
Petrol 33-seater Gurney-Nutting, grey-red, certificate of fitness 1965, MZL503.
Petrol 33-seater Gurney-Nutting, grey-red, certificate of fitness 1965, MZL503.
Petrol 33-seater Gurney-Nutting, grey-red, certificate of fitness 1965, MZL503.
Petrol 33-seater Duple, cream-fice, certificate of fitness 1965, MZL503.
Petrol 39-seater Duple, cream-fice, certificate of fitness 1964, MZL503.
Petrol 39-seater Duple, cream-fice, certificate of fitness 1961, KBP319.
Petrol 39-seater Duple, cream-fice, certificate of fitness 1961, KBP319, cream-fice, certificate of fitness 1961, FWR199.
Petrol 39-seater Duple, cream-fice, certificate of fitness 1961, FWR199.
Petrol 39-seater Duple, cream-fice, certificate of fitness 1961, FWR199.
Petrol 39-seater Duple, cream-fice, certificate of fitness 1961, FWR199.

A.E.C.

1956
Reliance 43-scater Duple, arey-red, reconditioned engine, certificate of fitness 1961, SAD631.

1955
Reliance 41-scater Burlingham, cream-red, certificate of fitness 1965, BW-483.

1955
Reliance 41-scater Burlingham, cream-red, certificate of fitness 1965, BW-484.

1951
Reliance 41-scater Duple, maroon, certificate of fitness 1962, RPJ304.

1952
Risk IV 41-scater Heaver, green, certificate of fitness 1966, KAB167.

1950
Rick III 43-scater Longwell-Green, blue, certificate of fitness 1963, JDD943.

Mk. III 43-scater Longwell-Green, blue, certificate of fitness 1963, JDD943.

Mk. III 43-scater Burlingham, blue, certificate of fitness 1962, BCB163. A.E.C.

LEYLAND.

1952 Royal Tiger 39-seater Thurgood, blue, certificate of litness 1961, PBH18.
1951 Royal Tiger 41-seater Harrington, cream-red, 1951 Royal Tiger 41-seater Harrington, cream-red, 1951 Royal Tiger 41-seater Harrington, cream-red, 1951 Royal Tiger 41-seater Harrington, grey-red, 1950 Comet 33-seater Burlingham, maroon, certificate of fitness 1961, ACC\$20.
1950 PSI/1 33-seater Burlingham, cream-red, certificate of fitness 1963, KOH200.

COMMER

1956 TS3 diesel 41-seater Duple, cream-orange, cer-tificate of fitness 1961, RUF975, 4-venger, petrol, 33-seater All-Weather, brown-ivory, certificate of fitness 1963, KLC724.

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1949 BEDFORD OB Thurgood 29-seater, uncertified, 10-year certificate, suitable for workmen or

1948 DENNIS Lancet, Yeates 35-seater, certificate of HIRE-PURCHASE PART-EXCHANGE PHONE. HARROW 1031.

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1963, price £1,350,
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certificate of fitness 1963, price £1,350,
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pattern moquette, formica side casings, certificate of fitness 1962, price £1,100,
1951 BEDFORD 35-seater Duple and Plaxton, certifloxic of fitness 1961, choice of four, price
£795.

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O600 engine, in first-class condition throughout
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1948 A.E.C. dauble-deckers. Iow-bridge 53-seaters, 1948 A.E.C. dauble-deckers. Iow-bridge 53-seaters, 1948 A.E.C., 33-seater Burlingham, certificate of Rices 1962, thate of two controls available for inspection.

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two shades blue, £3,550.

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1966. £2.485.

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1954 BEDFORD Yeares viviera fo-seater red BEDFORD Depte Store flaren and grey, certified 1965, most affactive, £1.885.

1953 BEDFORD Duple Super Vega 37-seater with cutterior grent and cream, certified 1963, £1.550. determined the seater seater with great seater with gr

1952 KARRIER Reading, 14-scater luxury coach, red interior, exterior two shades of grey, very clean.

1951 automo tint interior with heater, exterior great and cream recently recently content, and cream recently recently for the second recently for the second recently for the second recently for 1951 tint interior, with heater, exterior recently repainted cream and red, certified for three years, 6853.

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May 5, 1961-THE COMMERCIAL MOTOR 173

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ENIVERSITY DEGREE OR EQUIVALENT IN MECHANICAL ENGINEERING

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I Swinegate, Leeds, I. May, 1961.

THOS. LORD, E.R.D., M.Inst.T., A.M.I.Mech E., 907-24 R63

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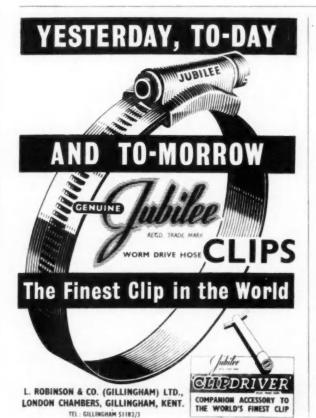
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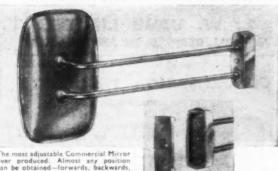


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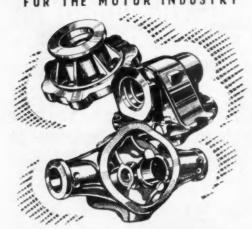
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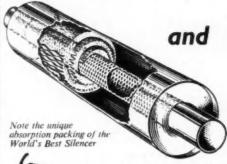


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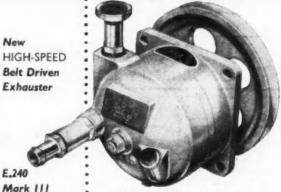
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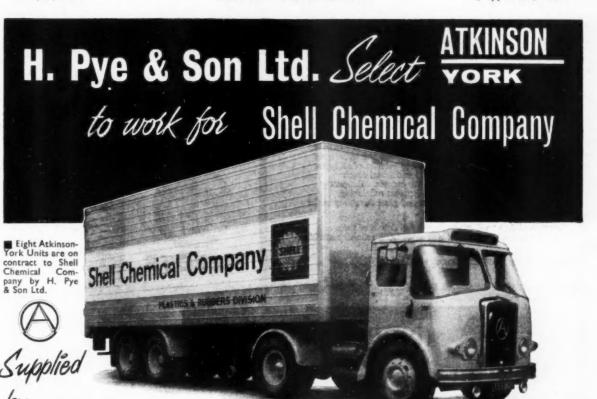
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